VOLUME VI NUMBER 23

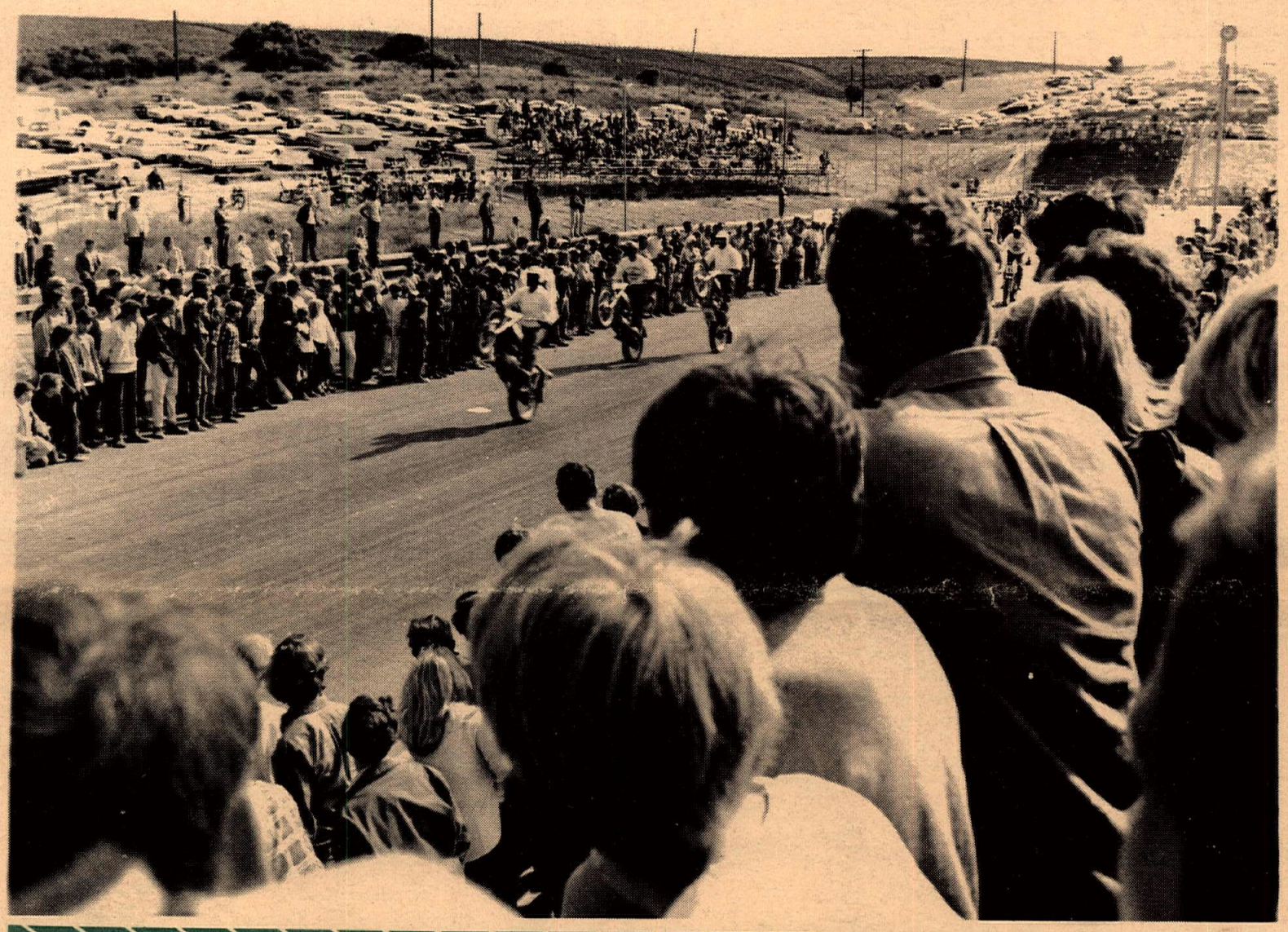
June 24, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢

★ Circus ★ Laconia ★ Isle Of Man ★ Baja 500 ★



NIX ANNEXES LACONIA NATIONAL

LOUDON, NEW HAMPSHIRE June 14 & 15 – Freddie Nix powered his potent Harley-Davidson 750cc KR to first place in the 100-mile AMA national championship road race after a dingdong battle and a rain-caused interruption.

Ron Grant, aboard the 500cc Suzuki two-stroke battled with Nix's flathead H-D for the first six laps with Grant taking the pace position from laps six through 24 on the 1.6 mile, 8-turn twisty course. Then Freddie got it back on lap 25, but Grant recovered the lead on the 26th circuit and held it until lap 29 when Yvon Duhamel, riding the Canadian-sponsored Yamaha 350 got in front with a good lead until it started to rain, when his motor began to misfire.

Nix then took over, on lap 45, with Cal Rayborn riding the ultra-potent Andres-tuned Harley right behind him. At lap 50 the race was stopped for one hour until the rain let up. Nix held the lead until the finish, although Cal was within striking distance all the way, for a total race time of 1 hour, 32 minutes and 9 seconds. Cal finished 9 seconds later.

The Amateur race was rained out completely. Fastest time trialer was Frank Camillieri of Chelsea, Mass. riding a Yamaha 350.

Gary Nixon had the 250 combined Amateur-Expert 75-miler all in the bag until the 45th lap of the 47 lap race. As Nixon was passing Camillieri, the Amateur fell and Gary left the track to avoid him, dropping back to 10th place.

Harry Cone, one of the very fast new road racers out of Sherman, Texas took the 60 mile Novice race, followed home by Don Emde of San Diego. Yamaha riders swept the field in the Novice and 250 combined races.

(Results on page 20)

Southern Calif. Trials Association Experts warm up the crowd for Evil Knievel by doing wheelies and other one-and-two wheel stunts at the weekend's Carlsbad/Cycle News Motorcycle Circus. Full story inside.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION Motorcycle Clubs – Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

EVERY FRIDAY NIGHT

SPEEDWAY RACING starting June 13 at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m. (see ad this issue).

½ MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Calif.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m. See ad this issue.

FIRST SAT. OF EVERY MO.

PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

FRIDAY, JUNE 20th

SCRAMBLES, Lodi Cycle Bowl, Lodi, Cal., practice and sign up 6-7 p.m., races at 8. AMA, Dist. 36.

TT RACES, $600 purse, AMA sanc. at Oregon Sidewinders M.C. track in Clackamas, Ore., S. of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore., 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

SAT. & SUN., JUNE 21-22nd

SILVER CUP RUN by Silver Eagles.

NATIONAL TRIALS CHAMPIONSHIP, Zuni, New Mexico, Pan American Racing Assn., (FIM) Pan American Racing Assn., (tr div.), 5326 E. Harry St., Wichita, Kan. 67218. CANCELED

SATURDAY JUNE 21st

SPORTSMAN SHORT TRACK, Sacramento Raceway, Cal., AMA sanctioned, Signups and practice 6-7:30, races 8 p.m. Info: 783-7588 or 481-6527.

SHORT TRACK, Santa Rosa, Cal., at Chris Beck Arena, AMA, sign up 4:30, races at 6:30 p.m. by North Bay MC.

SPORTSMAN SCRAMBLES, AMA points, Oregon Sidewinders MC track in Clackamas, Ore. Five classes, 7 p.m. start. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore. 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

TT RACES, Tulare Fairgrounds, Tulare, Cal., $900 plus percentage purse, 8 p.m., H. Mussell, promoter.

2nd ANNUAL SAFETY GYMKHANA, Pomona Fairgrounds, Pomona, Cal., 9 a.m. start, no fee.

BENEFIT SCRAMBLES, Helvetia Park, Cal., Gordon Septinelli benefit, sign up 9, races Noon, AMA rules and classes, trophies and prizes, by Polka Dots MC.

LOST ANGELS TT SCRAMBLES CANCELED.

6th ANNUAL LOST PADRES ENDURO, By Valley Trail Riders Assoc., from Gorman offramp Interstate #5, follow signs to Alamo Mtn. Rec. Area. Spark arrestors. Info: Jerry Baer, 764-2446.

SUNDAY, JUNE 22nd

2nd ANNUAL MOVIELAND MOTOR REVUE, antiques, classics, sports cars, customs, hot rods, dune buggies, and motorcycles. Universal City Studios, Universal City, Cal. 8 a.m. to 5 p.m. Info: A World On Wheels Inc., P.O. Box 361, Lynwood, Cal. 90262.

AFM GRAND PRIX ROAD RACE, Vaca Valley Raceway, Vacaville, Cal., pre-entry by June 18th, First race Noon. Info: (415) 588-6526.

TT SCRAMBLES, Bay Mare track, by Scramblers M.C. Grand Prix TT, Dist. 37 point race. Info: (213) 363-9130 or 342-6737.

ACA MOTOCROSS, Saddleback Park, Orange, Cal., semi-final championship. All classes 100cc thru Open Sportsman and 125cc, 250cc, 500cc Senior. Pits open 8 a.m., first event 11:30 a.m. Info: (714) 528-4290.

HARE SCRAMBLES, '69 Desert Classic, by So. Cal. MC. Limed from Red Rock Canyon, Cal. Three 30 mile loops, trail bikes go two loops, 9 a.m. start. Trophies or merch. option to winners.

MOTOCROSS, by Golden Eagles MC, Dallas, Tex. International type course, six miles S.E. of Dallas on Hwy. 175 at Bruton Rd. 4 classes, distinctive trophies, 1 p.m. start, Info: (214) FL 8-5577 or AT 6-3873.

MOTORCYCLE RACES, Ranier Rodeo Grounds, Ranier, Wash. by Ranier Sportsmans Club. Practice 12:30, races 1 p.m.

ENGLISH TRIALS, Canyon Crest area of Riverside, Calif. S.C.T.A. sanctioned, sign up 8:30, Trials at 10 a.m. Spectators and scorekeepers welcome.

MOTOCROSS, Santa Maria Speedway, Cal., Dist. 35 points, AMA, $1.50 ride or watch, powder puffs, practice 10, races noon. By Lompoc Slo-Pokes MC. Info: Ernie, (805) RE 6-6362 or Chuck, (805) RE 4-4716.

TT SCRAMBLES, Huntington Beach Cycle Park, sign-up 10-12, practice 11. 7561 Talbert Ave. Park points. Info: 897-4458.

CROSS COUNTRY TRAIL BIKE RACE, Zuni, New Mexico, Minum purse, $500, 125cc limit, Info and entry forms, Professional Trail Racing Assn., P.O. Box 18385, Wichita, Kan. 67218.

ACA 2nd ANNUAL 12-HOUR PROD. GRAND PRIX, Willow Springs Raceway, Rosamond, Cal., 6-hour Lightweight event on Sat., 12-hour Heavyweight event on Sun. Info and entry forms from ACA P.O. Box 247, Fullerton, Cal. 92632 or call (714) 528-4290.

SAT. & SUN., JUNE 28 AND 29th

2nd ANNUAL HOPETOWN SCRAMBLES, by Dirt Diggers MC, Hopetown, Cal. Sat. 0-250cc, powder puff, 0-200cc starts at 8:30 a.m. 250cc start 1 p.m. Sun. 350-Open and sidehacks, 9 a.m. start. Dist. 37 points. Mail entries to DDMC, 19308 E. Aguiro St., Rowland Hts., Cal. 91745. Info: (213) 964-5076.

NIGHT OWL RUN, San Diego, Cal., by S.D. Harley-Davidson. Sign in 12-4 p.m., Sat., 929 India St., first check point 929 India St., 1 a.m. Sun.

SATURDAY, JUNE 28th

TT RACES (Night), Castle Rock, Wash. Fairground. Info: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

TT SCRAMBLES, Josephine County Fairgrounds, Grants Pass, Ore. By Rogue Valley Riders M.C. Inc. AMA sanction, 7:30 p.m. Info: (503) 476-2180 or 476-4018.

SHORT TRACK, Santa Rosa, Cal., at Chris Beck Arena, AMA, sign up 4:30, races at 6:30 p.m. by North Bay MC.

SUNDAY, JUNE 29th

SCRAMBLES, Saddleback sanct. Saddleback Park, 2455 Orange, Orange, Cty., Calif. Info: (714) 639-5832.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

EUROPEAN SCRAMBLES, by Spoke Benders MC Inc. 6 mi. E. of Hi-Vista Store, Cal. Two courses, Dist. 37 points.

MOTOCROSS, Deadman's Point, Apple Valley, Cal. Practice 8:30 a.m., race 11. Free entry. Info: (714) 247-7473.

9th ANNUAL POKER RUN, Sonora, Cal., 90 miles of scenic mother lode, start at David Bird's M/C shop, sign up 10-11 a.m. AMA.

SPORT RIDING, Open practice. Huntington Beach Cycle Park, 9 a.m. – 4 p.m. $1.50 per rider.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526. (503) 476-4018.

FRIDAY, JULY 4th

ALL BIKE DRAG MEET, Lions Stadium, 214th & Alameda, Wilmington, Cal. The Lions are putting up a $1000 purse, others will be donating to make it bigger. Info: (213) 424-0961.

2nd ANNUAL LARRY FESSENDEN MEMORIAL SCRAMBLES, Santa Maria Speedway, Cal., AMA double dist. 35 points, practice 10, races noon by Lompoc Slo-Pokes MC, Info: Ernie, (805) RE 6-6362 or Chuck, (805) RE 4-4716.

MOTOCROSS, by Marin County M/C Assn., China Camp, Cal., Sign up 9 and races 10:30 a.m. $2.50 entry, AMA.

ENGLISH TRIALS, 16 mi. SW of Walla walla, Wash., P.N.T.A. sanctioned, special team award.

2nd ANNUAL FIRE CRACKER Grand Prix Motocross, Saddleback Park, Cal., FIM sanc., practice 9 a.m., races Noon. Rain or shine, top national and international riders. Info: (714) 460-8751 or (213) 784-9691.

HARE SCRAMBLES, by Desert Turtles MC, first annual hare and turtle run, Limed from 140th St. East and Ave. J, Hi-Vista area, Cal. Dist. 37 points, 9 a.m. start. Info: (213) 676-7260 or 676-6746.

FRI. AND SAT., JULY 4th AND 5th

1st ANNUAL LIGHTWEIGHT CHAMPIONSHIPS, Aurora Speedway, Oregon. 100, 125, 200, and 250cc classes, $250 payoffs for first three classes, $500 for 250cc class. No license required. Info: (503) 253-5782.

SATURDAY, JULY 5th

ENGLISH TRIAL, PNTA sanc., Firecracker Trial, Athena, Oregon. Info: Foster (503) 566-3526.

SHORT TRACK RACES by Sacramento Tracker's M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476. Prac. 6 p.m. Race 8 p.m.

SAT & SUN. JULY 5th & 6th.

100cc TT GRAND PRIX, Southbay Speedway, Cal., $7.50 mail entry, entries close June 30, Class C traction, camping o.k., 100cc's only! Info: Mr. Mick, (714) 479-4959 see ad page 33 this issue.

SUNDAY, JULY 6th

25 LAP FIRECRACKER GRAND PRIX TT, Huntington Beach Cycle Park, Cal. 7561 Talbert Ave., All classes, qualifying-sign up, 10-12, practice 11 a.m. Info: 897-4458.

10 MILE NATL. CHAMPIONSHIP, San Jose, Cal., qual. 1 p.m., races 2:30. San Jose County Fairgrounds, West Tully Rd.

MOTOCROSS, Crescent City, Cal., one mile course, Race 10 a.m. Info: Harvey Bigham, (707) 464-4871.

CMC GRAND PRIX at Carlsbad Raceway, Carlsbad, Cal. Gates open 7:30 a.m., race 9 a.m. Leathers required. 75% dirt 25% asphalt. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

1st ANNUAL POKER RUN, Pomona, Cal., by Knights MC. Starts from Pomona H-D at 1241 Holt Ave. 8-10 a.m. Special competition for outriders.

SAT. & SUN. JULY 12th & 13th.

4th ANNUAL ELSINORE TOUR, by Pacific Coasters MC. Sign-in and finish, Elsinore, Cal. Trophies, parade, dinner, dance and more. Info: contact Harley-Davidson dealers or phone (714) 274-3755.

JULY 12th

TT RACES (Night), Castle Rock, Wash. Fairgrounds. Info: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SUNDAY, JULY 13th

A.C.A. MOTO-CROSS Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cyt., Calif. Info: (714) 639-5832.

TT RACES, by Desert Phantoms MC, Adelanto, Cal., on Hwy. 395. Ltwt. practice 9 a.m., sidehack and big bikes noon. Info: (714) 246-8857, (213) 927-3860.

INTERNATIONAL MOTOCROSS, Brisbane, Cal., S. of San Francisco, plus Sportsman Scrambles, practice 9, races Noon. Info: (714) 460-4289 or (415) 467-8646.

SAT. AND SUN., JULY 19th & 20th

GRAND PRIX, Bay Mare Ranch, Cal., by Simi Valley MC, District 37 Scrambles, Desert and Motocross points. Mail entry opens May 30, closes July 5. Info: (805) 526-1237.

AMA NATIONALS

June 22, 1969, Sunday
15 MILE NATIONAL CHAMPIONSHIP MINI ROAD RACE, Pittsburgh Racing Association, Inc. Heidelberg Raceway, Carnegie, Pa.

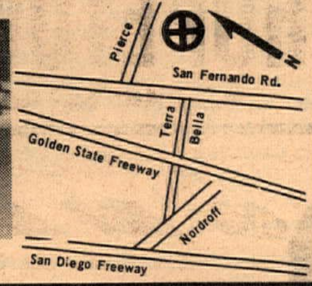
June 27, 1969, Friday
25 LAP TT NATIONAL CHAMPIONSHIP (Night). Howard Tiedt, Santa Fe Speedway. Hinsdale, Ill.

June 29, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP. Charity Newsies, Ohio State Fairgrounds, Columbus, Ohio.

July 6, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Bob Barkhimer & Assoc., Inc. Santa Clara County Fairgrounds, San Jose, Calif.

July 12, 1969, Saturday
50 LAP TT NATIONAL CHAMPIONSHIP (Night), Agajanian Enterprises, Inc. Ascot Park, Gardena, Calif.

Dude Criswell Presents
Authentic European
Motorcycle SPEEDWAY
Admission $2.50
Children under 12 free
22 Event Program
Every Sat. Night
8:30 p.m.
Whiteman Stadium
13020 Pierce St.
Pacoima
Free Parking



SATURDAY
NIGHT MOTOCROSS
Presented by CMC
New Graded Course
JUNE 21st
Fontana Raceway
13444 Foothill Blvd.
Fontana, Cal.
(San Bernardino Fwy to Etiwanda-east)
BIKES ONLY
NO– Dune Buggies
CASH for Experts
Better Lighting
Championship Trophies to Juniors
Gates open 4 p.m. – racing 7 p.m.
3 large readable # plates
$5.00 post entry
250 & 500 classes only
All riders covered by Ins. (CMC memberships required)

July 19, 1969, Saturday
30 LAP TT NATIONAL CHAMPIONSHIP (Night), Mt. St. Helens M.C. Inc., Castle Rock Fairgrounds, Castle Rock, Wash. Practice & Qual. July 18 (night).

July 27, 1969, Sunday
20 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Bob Barkhimer & Assoc. Inc. Santa Rosa Fairgrounds, Santa Rosa, Calif.

August 2-3, 1969, Sat. & Sun.
110 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Floyd Clymer, Indianapolis Raceway Park, Indianapolis, Ind. 250cc race on Saturday.

August 3, 1969, Sunday
HILLCLIMB NATIONAL CHAMPIONSHIP, White Rose M.C., Jefferson, Pa.

August 10, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Jennerstown Speedway, Jennerstown, Pa., Ron Griffith.

August 15, 1969, Friday
OUTDOOR SHORT TRACK NATIONAL CHAMPIONSHIP (Night), Santa Fe Speedway, Hinsdale, Ill., Howard Tiedt.

August 17, 1969, Sunday
20 LAP TT NATIONAL CHAMPIONSHIP, by Peoria M.C., Peoria M.C. Grounds, Peoria, Ill.

August 24, 1969, Sunday
15 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Scanlan's Promotions Inc., Missouri State Fairgrounds, Sedalia, Missouri.

September 6-7, 1969, Sat. & Sun.
125 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Sears Point Raceway, Sears Point, California. Gordon Martin.

September 14, 1969, Sunday
25 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Agajanian Ent. Inc., Old Sacramento Fairgrounds, Sacramento, California.

September 21, 1969, Sunday
OUTDOOR SHORT TRACK NATIONAL CHAMPIONSHIP, Midwest Speedway, Lincoln, Neb., Jerry Biskup & Jim Adams.

September 28, 1969, Sunday
135 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Meteor M.C., % Lou Mahon, 1124 Kaighn Ave., Camden, N.J. 08103, Southern New Jersey.

September 28, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Mar-Car, Inc., Fairgrounds Speedway, Oklahoma City, Okla.

October 3-4, 1969, Fri. & Sat.
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

October 5, 1969, Sunday
150 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Riverside Bombers, 2542 Rubidoux Blvd., Riverside, Cal. 92509 Mojave Desert, Barstow, Cal.

October 19, 1969, Sunday
155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team, P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

November 9, 1969, Sunday
125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.

Miller Cometh Too

Samuel Hamilton Miller, the trials master, is to return for another goodwill trip for Bultaco and the trials sport. Aided by posh Cycle World magazine.

The trip is to be extended to Australia, New Zealand and Canada as well as the U.S. He will have about seven weeks in all to demonstrate the blessings of trialing and his own mastery of the sport.

The he is the master is never doubted, and has been so for many years, but ocassionally he is criticized as being too good. Recently at the Scottish Six Day he was roundly jeered as he was losing his first spot at a section called "pipeline" (sounds like a surfer spot, eh?). To his rescue came the entire country, judging by the letters in the press, after all – England is the home of sportsmanship, right?

OUTRIDERS GET BREAK

By R.O. Fee

Road riding outriders will not be required to compete with uniformed clubs on the Knight's M.C. Poker Run, Sunday, July 6th, but will stand separately for judging.

Over 50 trophies will be awarded to the participants of the one day run for poker hands gathered at the check points and for winners of the many family type games that are planned for the finish.

The fun starts at 8 a.m. when the start opens at the Pomona Harley-Davidson agency in Pomona. Free coffee and donuts will be provided until 10 a.m. For more details telephone 213/ED 6-0414.

Clymer Sells Mammoth German Factory

FRANKFURT, W. GERMANY – According to an announcement released to the German press, Floyd Clymer, motor book publisher of Los Angeles, Calif., has sold his interest in the Friedel Munch motorcycle factory located at Ossenheim, West Germany. The deal was consummated on Clymer's recent visit to Germany, when a representative of the Frankfurt branch of the Chase Manhattan Bank of New York offered to buy the firm for an undisclosed client. The amount paid to Clymer by the undisclosed purchaser was not stated.

Clymer became associated with Mr. Munch some three years ago and financed the purchase of new equipment, machine tools, advertising and world sales promotion, which also included moving into a new factory. Production of the Mammoth has been running at about eight to ten units a month. The firm will expand production of the Mammoth 4, designed and engineered by Mr. Munch. Mr. Munch will also do development work on his racing engines, the dual OHC twin, inasmuch as he is intensively interested in competition activities.

Back in Los Angeles, Clymer commented, "A rather surprise offer was recently made to me when I was last in Frankfurt. I considered the offer too good to refuse. My relationship with Friedel Munch and his manager, Jacques Marquart, was a pleasant one. I am happy with the contribution that I was able to make through past financing of his project. It was, however, time-consuming for me to fly to Germany about every six weeks."

"The sale of my interest in Germany will enable me to intensify my efforts in the promotion, sale and worldwide distribution of the Indian line, which we now produce in Italy. So you might say I am not leaving the motorcycle business which I love, but that I am now in it more than ever. We are very busy with constantly increasing Indian production for world sales, and the distribution of Royal Enfield motorcycles in states west of the Mississippi River."

See'em Ride at SADDLEBACK PARK!

June 22 – ACA Motocross Semi Final.
June 29 – Saddleback Scrambles SCTA Riding School
July 13 – ACA Motocross; SCTA Riding School

Ride'em Yourself at SADDLEBACK PARK!

Open 9-5 daily, except Tuesday and Wednesdays
Admission $2.50; Juniors & Minis $1.50

Miles of Trails
Acres of Fun

Box 2455, Orange Cal. 714/639-5832

MOTOCROSS JULY 6th

SIGN UP 8a.m.
RACES START 10:30 a.m.
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES

★ BAY MARE RANCH

3 Motos Dist. 37 POINTS

All New Course (never run before)

Limed from Ventura Fwy, and Moorepark offramp in 1000 Oaks
For info. call
Dave (213) 348-3349

Scramblers M.C. Present
ROUGH SCRAMBLES
Bay Mare Ranch

Overnight Camping OK
JUNE 22ND

ALL NEW COURSE
Class C Traction OK
District 37 Points
Gates Open 7 a.m.
Sign Up 8 a.m. Lightweights
11 a.m. Heavyweights

Know Somebody Thats Never Seen A Bike Race?
Break Them In Right!
HOPETOWN-June 28 & 29
P.S. Riders mail deadline June 20th. Post entries will cost you.

Take a friend to a motorcycle event this weekend.

J. C. AGAJANIAN Presents . . A M A
Half-Mile Every Friday Nite 8:15 pm

Motorcycle Races
TT's 1st Sat. Nite each month - 8:15 pm

DISCOUNT PASS
SAVE 50¢

Worlds Fastest Action ½ Mile and T.T. Dirt Track
PASS FOR TWO SAVE 50¢
Per Person On Each Adult Ticket
Ascot
18400 S. Vermont-Gardena
Easly Reached -- Just Off Harbor & San Diego Frwys.

50 Lap TT National – July 12th
Tear Out and Present at Box Office

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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VOICES OF THE WEST

OFF-ROAD RIGHTS

Yes, I would be willing to pay $3 to $5 for the benefits that you proposed in your May 20th, 1969 issue.

Cattlemen and sheepmen have their strong associations which look out for their interest regarding public land and it looks like the "off-road users" will have to be specifically represented too.

I suggest that the manufacturers and importers of off-road vehicles (Honda, Yamaha, Suzuki, Kawasaki, Ford, GM, etc.) should be made aware of the problem now being faced by ALL the off-the-road users. Maybe their power, wealth and influence can help our cause and their sales.

I agree we have "no representation," but I disagree about "no taxation." We have sales tax, gasoline tax, state income tax, federal income tax, etc. etc.

L.A. RAYNOR
Van Nuys, Calif.

I am in complete agreement with your proposals and I would be willing to pay the $3 to $5 fee per year per vehicle. It's about time someone has tried to do something about this increasing problem.

MARC MENEFEE
1000 Oaks, Calif.

I am 60 years old and ride two bikes, a 238 and a 175 Kawa. I really enjoy this sport and I would gladly pay $10 apiece to keep them going.

OLIVER O. SIEDLE
Santa Ana, Calif.

I AM AGAINST IT. I don't see why we should have to pay extra for legislative representation. We motorcycle riders pay our taxes and I think we should be able to continue to ride without harassment. I doubt that us paying more would help our cause any.

I believe that if we raise our voices and let ourselves be heard, we can retain the privilege that we have enjoyed in the past. It isn't the people who pay the most money to our government that are heard, but rather the ones who make the most noise. The squeaky wheel gets the oil.

EDWARD DURAND
Granada Hills, Calif.

COMMENT: Thank you for your opinions, gentlemen, and for the other comments which we haven't space to publish here. Your views will be presented, along with ours, to the people in charge of public lands, along with the results of the survey printed in Cycle News recently. We think that they will be astonished, as we are, at how the off-road movement has grown. We hope they will take our needs into consideration.

TOURING SIDECAR WANTED

Does anyone have Touring Sidecars available for sale to fit a BMW? They seem to be nearly impossible to find.

D.R. LAUSEN
1101 El Camino Ave.
Sacramento, Calif. 95815

COMMENT: We are sure that someone has just what you are looking for. Readers with BMW touring sidecars, please get in touch with Mr. Lausen.

WADE WANTED

Bryan Wade has been subjected to one of the greatest injustices ever committed in the history of international motocross! It is beyond my belief how a promoter can influence a sanctioning body to ban him from competing in a country that has accepted him as well as the United States has.

Further infuriating are the numerous rationalizations by this particular sanctioning body to shade a poorly executed plan to eliminate Mr. Wade's participation, not to mention the audacity of that conspiring "circus" promoter who estimates his spectator attendance by the number of hot dogs sold!

Yes, Bryan Wade does have many friends this side of the pond.

BILL DAWSON
Dirt Diggers North M.C.
Orangevale, Calif.

COMMENT: If Bryan Wade wants to come and compete in the 1969 U.S. motocross series and his sponsor is willing to pay the fees, we have no doubt that he will be permitted to do so. Cycle News will keep you posted.

REPORT FROM THE WAR ZONE

Just a few words to say I'm receiving CYCLE NEWS o.k. and enjoy it more than ever. Am enclosing the Saigon paper; there is an article on page 2 you might be interested in. I think there are more Hondas here than people. Also many, many, accidents. The Viet Cong are getting more active and stronger. The security has been increased but this thing is a long way from being over. So long for now.

BOB SCHNAIBLE
Cam Ranh Depot,
Republic of South Vietnam

COMMENT: The article Bob refers to calls Saigon Hondaville, and the reporter says the main difference between the Asian city of twelve years ago and today is that the young women promenade on motorcycles instead of on foot. He mentions sandbags and armed soldiers also.

GREENHORN COMMENTS

Now that the shock of the 500 mile Greenhorn Enduro has worn off I'd like to make a few comments.

I'd like to cheer the Foothill Hawks M.C. for the groovy check they held Sunday afternoon in the Rand Mountains. It looked like the Hawks Hilton. I got a pat on the back, my time and two drinks of water from a pretty girl.

As an enduro rider I find it very heartening to find other clubs helping the Pasadena M.C. keep the "Horn" alive. Real enthusiasts are getting hard to come by.

RANDY SAYLOR
Montebello, Calif.

You had a nice article with pictures of the 1969 Greenhorn National Enduro. I have, however, taken a few minutes off from my Greenhorn score keeping duties to ask a few questions.

First: Where did the Greenhorn start and finish between 1961 and 1968?

Second: Was your comment; "Did we hear someone say Harley will never win the Horn," meant to mean past present or future? I have strong recollection of Harley-Davidson winning a few in years past. This was back in the days when entrants would ride their machines 1500 miles to Pasadena, ride the 500 mile Horn, put their saddlebags back on (if they bothered to take them off) and would ride 1500 miles home. I was in New Mexico a few years ago and asked why they did not ride the Horn any more and was informed that it was too far for a Sunday ride. You may say that the Greenhorn was not as rough as it is now. If you do some research on the history of the Horn you will find that 20% finish is normal and has been for the last 20 years. I rode the Horn on my Harley-Davidson years ago and it was a jaundice condition that wiped me out, not mechanical problems.

For many years Dick Cundiff rode pilot, carrying lime and marking the course over the entire 500 miles with a 1951 Harley-Davidson hand-mix 61. One year one of the younger club members on a popular import said he would ride Cundiff into the ground. He did follow Dick over the entire course with the hundreds of pounds of lime but Dick packed his wife.

After Dick, Fred Prinz took over the job and did lay out marking, mileage checking and pilot riding on a 1955 Harley-Davidson KR. Fred rode this machine from Pasadena to Inglewood daily for four years and did the major layout for five Horns. Many of the old timers will remember this grubby, black, lime-covered Harley leading the pack. Of the 300,000 miles on the scooter over 100,000 miles were from Pasadena across the Mojave, over the Piutes to Greenhorn back through Shorties, Jawbone and Red Mountain.

When you do your research for your Greenhorn article you will find that at one Greenhorn National, Leroy Winters came within seconds of taking the "Horn" back to Fort Smith, Arkansas on a Harley-Davidson 165. If your researcher does his work well he will find that Dick Hutchins of the Rich Budelier Company in Los Angeles won his class on a Harley-Davidson.

BRUCE CHUBBUCK
Pasadena, Calif.

COMMENT: Thanks for filling in our historical background. Originally the Greenhorn Enduro finished on Greenhorn Mountain.

PHOTOG UPSET AT MEDICS

Making money for survival and existence and for the luxuries of life is the goal of almost all of us. But it seems that somewhere a bit of decency and love for your fellow man should exist. Especially in the medical profession. But in that particular field of money making is where you first notice that it's virtually non-existent.

My attention was called to this Friday night after the races at Ascot. Tim Harris, #21X, fell off in the Expert Main event. He has been a good and close friend of mine for many years. I stopped by the hospital to check on him after the races. In the one hour he was there, he had been x-rayed and left unattended in the hallway on a wheeled table. We asked why he wasn't in a room or a doctor checking him. The woman on duty said the one doctor was busy (which I can easily understand as he was the only doctor at the hospital and there were five or six people lying with blood streaming from their bodies).

We said maybe we should take him to another hospital and the woman (notice I don't say nurse) said the doctor looked at his x-rays and said not to move him. We asked the x-ray technician about the doctor looking at the x-rays and he told us the doctor hadn't seen them yet as they were still hanging when he, the technician, left them.

To see what the reaction of these money-grubbing people would be, we then told the woman in charge that Tim, the injured rider, hadn't signed in that night and had no insurance. She left the room like a shot and returned even faster. She informed us that we could take him to another hospital. We said we couldn't afford the ambulance and she said our car would do just fine. We then told her on re-checking, he did have insurance and so one hour later he had a room.

Saturday night we called and checked on Tim. He was still at the hospital having brain tests every two hours. (A real money maker.) The same person, supposedly without insurance, is told to get out of the hospital, and with insurance gets brain tests every two hours. That's something to think about.

WALT MAHONY
Van Nuys, Cal.

HANDS OFF AL MARK

I read your paper every week and really think it is great. In fact, I wait for Wednesday as that's "Cycle News Day" for me. The Guest Editorials and letters from the readers are most interesting and especially the two weeks, May 20 and June 20th. It seems that Thomas R. Finlay is really at Al Mark's throat because of his article in the May 20th issue. I reread Al Mark's article and he states nothing but fact. So what's the matter with that?

Now Finlay wants to take Al Mark's license away from him so he cannot race in AFM events? If Finlay cannot stand the truth (like it or not) then he should be removed from the AFM and be replaced by someone with more character. He has done more to hurt the AFM than help it. He just doesn't like Mark. If Mark said "good morning," that Finlay would find something wrong with the tone of his voice or something.

VICKEY LAMAR
Inglewood, Calif.

MOTOBIC PARTS?

I am an owner of a Motobic or Sapta which I got from someone. I need some parts for it. Could you send me some information about it. It's a '67 model.

I have the operating and maintenance manual, but it's a place around here to buy parts we need.

Thank you very much.

VERNICE LELEUX
Lomita, Cal.

COMMENT: Can anyone help?

MINIBIKE ASSN. WANTS ADULTS

This letter is to acquaint you with the Southern California Mini-Bike and Kart Association, formally known as the (Huntington Beach Mini-Bike & Go Kart Association). This Association was formed for the basic purpose of getting the young people of Southern California off the streets and giving them an organized place to ride and race, with adult supervision and guidance. We have found that by giving these young people a safe outlet where they can ride, it tends to join the youngster and his father together.

These young mini-bike riders are prospective motorcycle owners, riders and racers. Starting off at a young age, learning all they can about their machinery they now own will give them respect and knowledge.

Please inform your adult readers that we now have a place and an organization with a purpose which is to teach these youngsters in a safe, sane manner to enjoy motorcycling in all it's aspects.

For further information about this Association and its events, write P.O. Box 1455, Huntington Beach, California 92647 or call (213) 847-6620.

HELPFUL DIGGERS

After lengthy consultations, our club has decided to assist Mr. Edison Dye and Mr. Wes Cooley. This alone is newsworthy, however a hobby has a tendency to create peculiar associations.

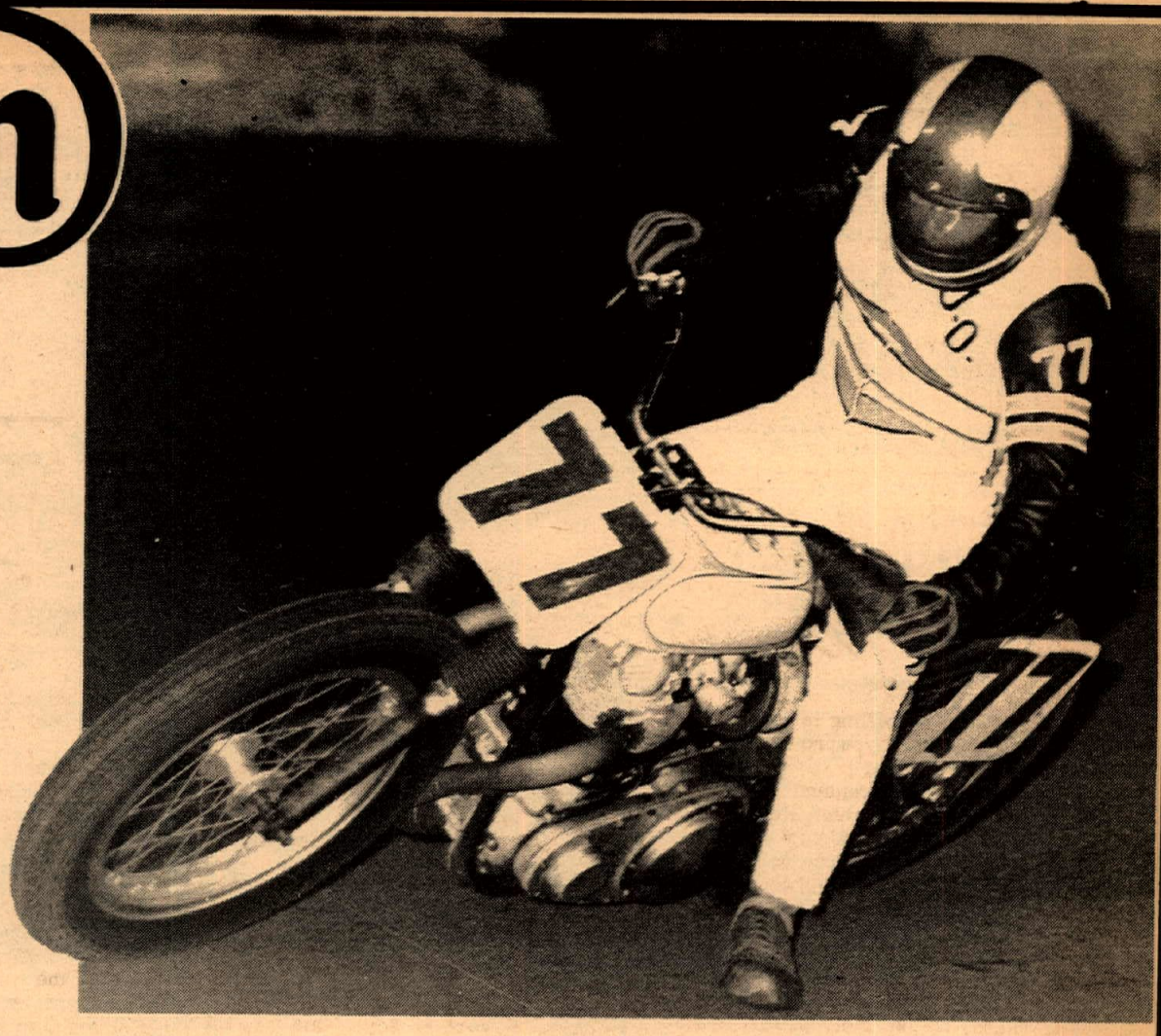
Dye feels "second rate riders" should be provided for by individuals in the event they compete here from abroad. Mr. Dye also has stated "Bryan Wade is a second rate rider". Therefore we have decided the least contribution from us is to offer room and board to Bryan for his stay in the U.S. Of course, if he chose to ride our event we feel sure that would be nice too. We will also provide him transportation to any of the smaller races he may enter.

Our offer extends to John Banks of England, also, especially if he has any problems with Mr. Dye or Mr. Cooley.

Since we are here to help with any problems that my arise in our sport, feel free, Mr. Dye and/or Mr. Cooley, to contact us if need arises.

DIRT DIGGERS M.C.
Diggerville, U.S.A.

Norton TAKES ASCOT



Ascot Park - June 6, 1969
Expert Main Event
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Lions Drags - June 8, 1969
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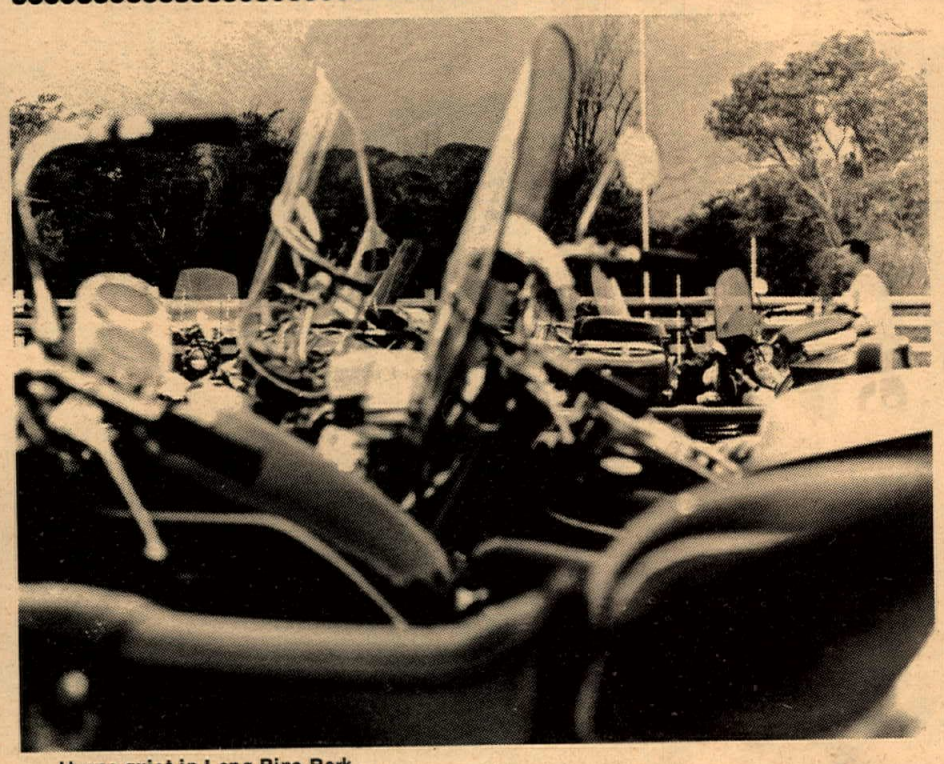
A Quiet Night In Lone Pine ...

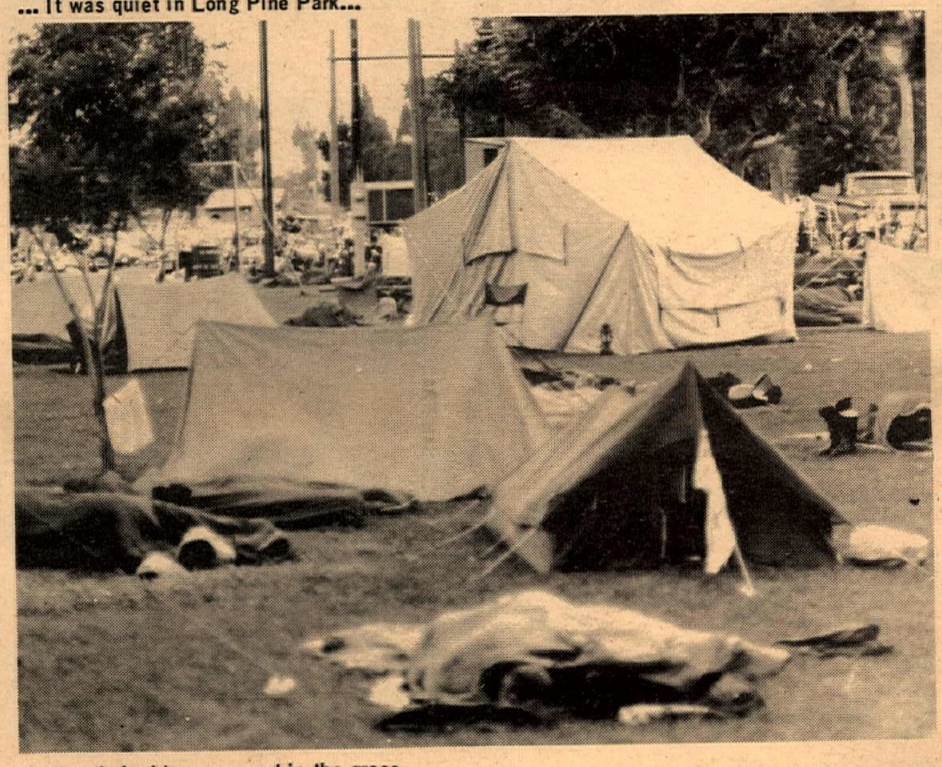
The Ace Of Clubs High Sierra Tour

By Chuck Clayton



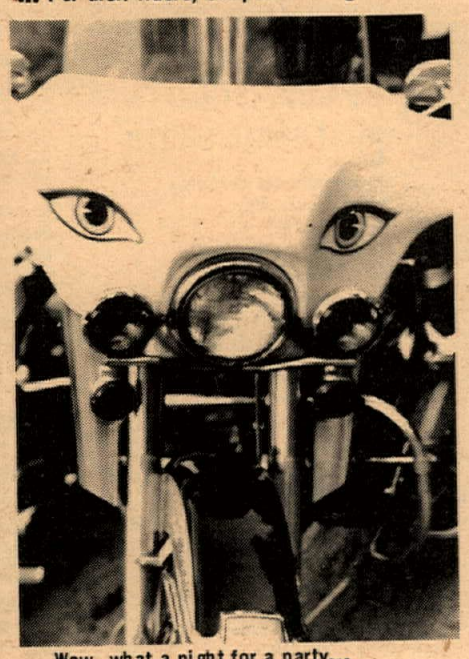
... It was quiet in Long Pine Park...

... Road burners from several states waited...

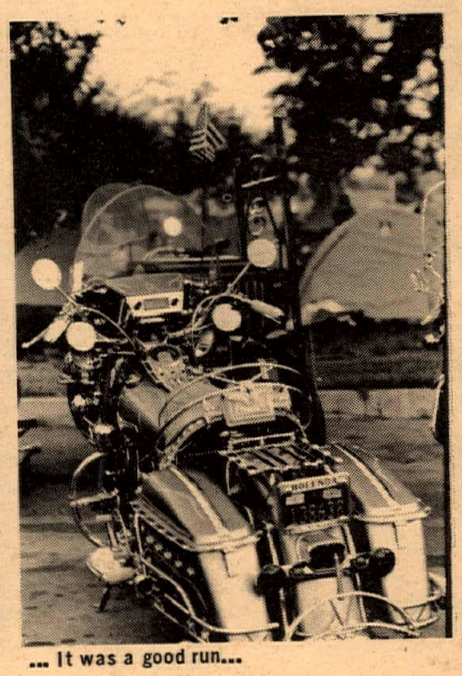


... For their riders, camped in the grass...

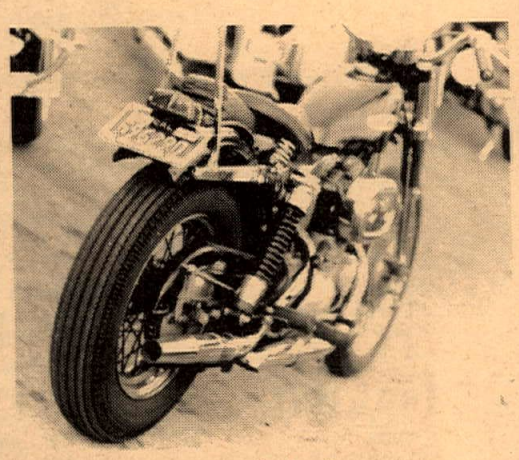
... To wake up... ...Shave...



... Wow, what a night for a party...

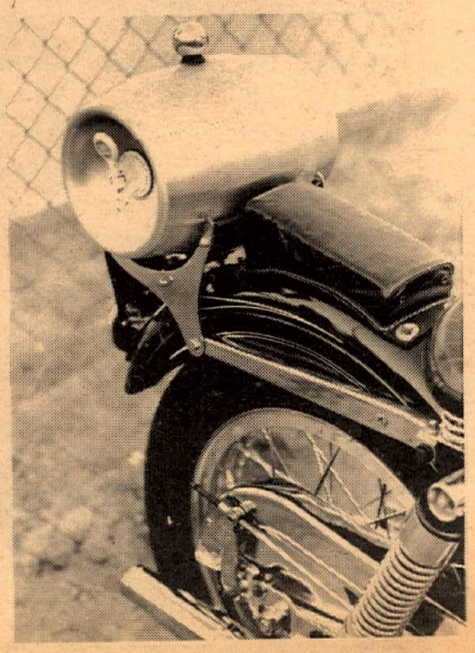


... It was a good run...



... Sportsters sprouted 16" wheels...

... And hit the long trail home...



... "Somebody's been beating my drum!"...

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July 6, Colorado ____ Professional $10.

July 13th San Francisco ____

I will ride a _____ motorcycle in the _____ class _____

(list additional classes here, if any)

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I have a competition card from _____ (association) _____

in the _____ (junior or senior) Class. _____

Name _____

Address _____

City, _____

State _____ I enclose $ _____ for my entry(s) at $5 per class for sportsman, $10 per class for Profesional.

Zip _____

Phone _____ Signed.

Biggest bargain yet offered was 2½ day circus for $4 with Cycle News discount coupon.

Jim & Kim Puster enjoyed Honda minihack.

Take ten different attractions, mix them together in one giant place, sprinkle with stars, season liberally with publicity, add a dash of glamour and bake for two days and a night under the warm blue skies of Southern California. You'' have a motorcycle circus that serves over 5,000 people.

When Carlsbad Raceway Manager Larry Grismer approached Cycle News with the idea of a motorcycle circus, we thought it was a good one and agreed to co-sponsor it. Our contribution was the Cycle News Midway, which featured the dazzling products of American Eagle, Harley-Davidson of Oceanside, Sachs, Jawa-CZ, Aros Trailers and Montesa.

Evel Knievel, America's answer to Tom Jones, provided the glamour, and three television networks (including the BBC) were on hand to film the Carlsbad-Cycle News Motorcycle Circus.

The idea behind the circus is, if 500 people will come to see one motorcycle event, then 5,000 will come to see ten of them. Jim Hall, a famous promoter in Texas, launched the first motorcycle circus about a month ago. We predict that the idea will catch on in the west and soon motorcycle parks from Carlsbad to Castle Rock will host bigger and better Cycle Circuses. Everybody gets to see all kinds of motorcycle events.

Saturday's festival started with the AMA-sanctioned grass track TT sponsored by the Lightweights M.C. It featured Jim Wilson winning both the 250cc and open classes on his galloping Greeves.

The 100cc class went to Novice Grant D. Lovelady, a Yamaha rider, followed by Gary Little and Chris Morland on Hodakas. It was Chris's first race.

Larry Bird led the 125cc flights, followed closely by three Buls, and it was here that Gary Bailey's Penton blew while he was leading, scattering the new 4-petal reed manifold recently installed by tuner Tom Turner.

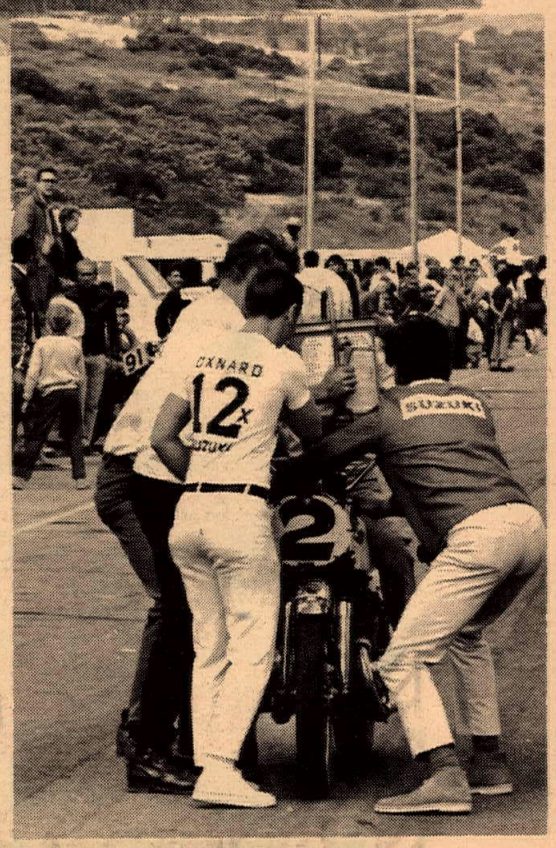
While the TT was echoing through the Carlsbad canyons, the lightweight Production Road Race got under way. About 35 under 200cc stockers were set to go the 198.9 mile distance, with two riders apiece sharing the pilot's seat.

This San Diego AFM-sanctioned pavement chase was every bit as exciting as the best grands prix road races we have seen. It was a true test of machine endurance, handling, brakes and horsepower. By the end of the grind the bikes that couldn't stand the pace had dropped out, but the 200cc Suzuki entered by Ocelot Engineering, a well-known San Bernardino dealer, was still going strong, Geoff Mazon at the controls. He won the 1st overall share of the $1,000 prize money along with 21-year-old Dave Damron, proprietor of Ocelot.

Also perking along strongly were the 100cc Yamaha of Pat Evans and Don Vesco and Rudy Galindo's 125. They won their classes. The race had begun at 12 Noon and finished a couple of ticks before 3 p.m. for a dazzling average speed of 73.21 mph. Only four of the original starters failed to finish, which speaks very well of the quality of today's stock lighweight motorcycles.

As soon as the road race winners were flagged in, the Elimination Hillclimb event began, honcho'd by the California Moto-Sport Club. Lacking a suitable hill, the contest was merely an uphill dirt drag race with a jog in it. But the winners may be justly proud of their trophies, for it was the same course for all and tiny J. Solis got his first 1st place trophy by winning the minibike class on a Honda.

Now the crowd was growing restless, waiting for Evel Knievel to do his thing. Wheelie contest exhibitions entertained the gallery with Nicholson, Wilson and Evans of the Southern California Trials Assn. doing things on one wheel that most of us can't even do on two. Little Greg Lertz tilted his Powell minicycle up on the back donut like he could have gone on forever. And George Beaudin did his thrilling "Ladder Ride" and several other stunts.



Action at the Road Race gas stop.

Happy hillclimb hero.

Sunday dawned cloudy and warm as overnight campers, hundreds of them, awoke to the circus sound of calliope music piped over the Carlsbad P.A. system. It was soon punctuated by the staccato music of motorcycles warming up and the 133-acre park began to fill up with bikes, vans, campers, cars and people.

The CMC final motocross of the Golden State "Trip to England" series led off the day, with the SCTA trials going on simultaneously all around the park. Shortly, the 300 mile open class AFM Production Road Race exploded off the mark and there were motorcycles racing all over the place (including, unfortunately, the pits, the parking lot and the infield of the road course). Everyone was a participant. There were few spectators who were not drawn into the action.

As soon as the road race finished, Evel Knievel moved his ramps apart and executed a beautiful jump, (see story in this issue). The Sidehack Association, after patiently waiting all day, through several delays, finally got a chance to put on a short exhibition, but the course was clogged with wandering people, motorcycles and cars. They wisely cut the demonstration short, to the disappointment of the 3-wheel fans.

By 6 p.m. Carlsbad Raceway was virtually empty. The Midway was taken down and stored until next time. It was great fun. And even the homegoing traffic was light, to cap off a perfect Cycle Circus Weekend.

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TRIUMPH SWEEPS ASCOT TT

Expert Main Event

1st Dusty Coppage - Triumph
2nd Skip Van Leeuwen - Triumph
3rd Eddie Mulder - Triumph
4th Mike Haney - Triumph
5th Ralph White - Triumph
6th Larry Wilburn - Triumph

Expert Trophy Dash

1st Skip Van Leeuwen - Triumph

Amateur Main Event

1st Keith Mashburn - Triumph
2nd Dave Hanson - Triumph
3rd Don Dudek - Triumph
5th Mike Van Acker - Triumph
6th Frank Gillespie - Triumph

Louisville National Amateur Final 1st Robin Martin

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KNIEVEL STUNS 'EM

Knievel surrounded by admirers after his Sunday jump.

CARLSBAD, CAL., June 14th and 15th, 1969 – Showman supreme, Evel Knievel stretched the distance of his daring jumps each time as he flew over parked trucks Saturday night and Sunday afternoon at Carlsbad Raceway.

People pushed and shoved to get as close as they could. The announcer repeatedly pleaded, "Get back behind the double yellow line." Motorcycles and the ambulance, siren wailing, drove up and down the line, forcing the eager fans back. It was a hopeless task. The line gave like a marshmallow, and as soon as the vehicles passed, the crowd sprang back. Evel was doing 100 mph wheelies right in their laps but thousands showed religious faith in his riding ability.

Evel arrived in style, in a dusty Rolls Royce. The daredevil's grand-parents came with him and were in the audience. He still limps from the Caesar's Palace accident and had his familiar gold-handled cane to help him get around.

He made his usual warm up runs and some wheelies on his big American Eagle; then a few runs to test the tachometer and speedometer, checked to see if the camera crews filming a segment of his forthcoming movie, "Color Me Lucky" were ready, and announced casually, "I'm ready if they are."

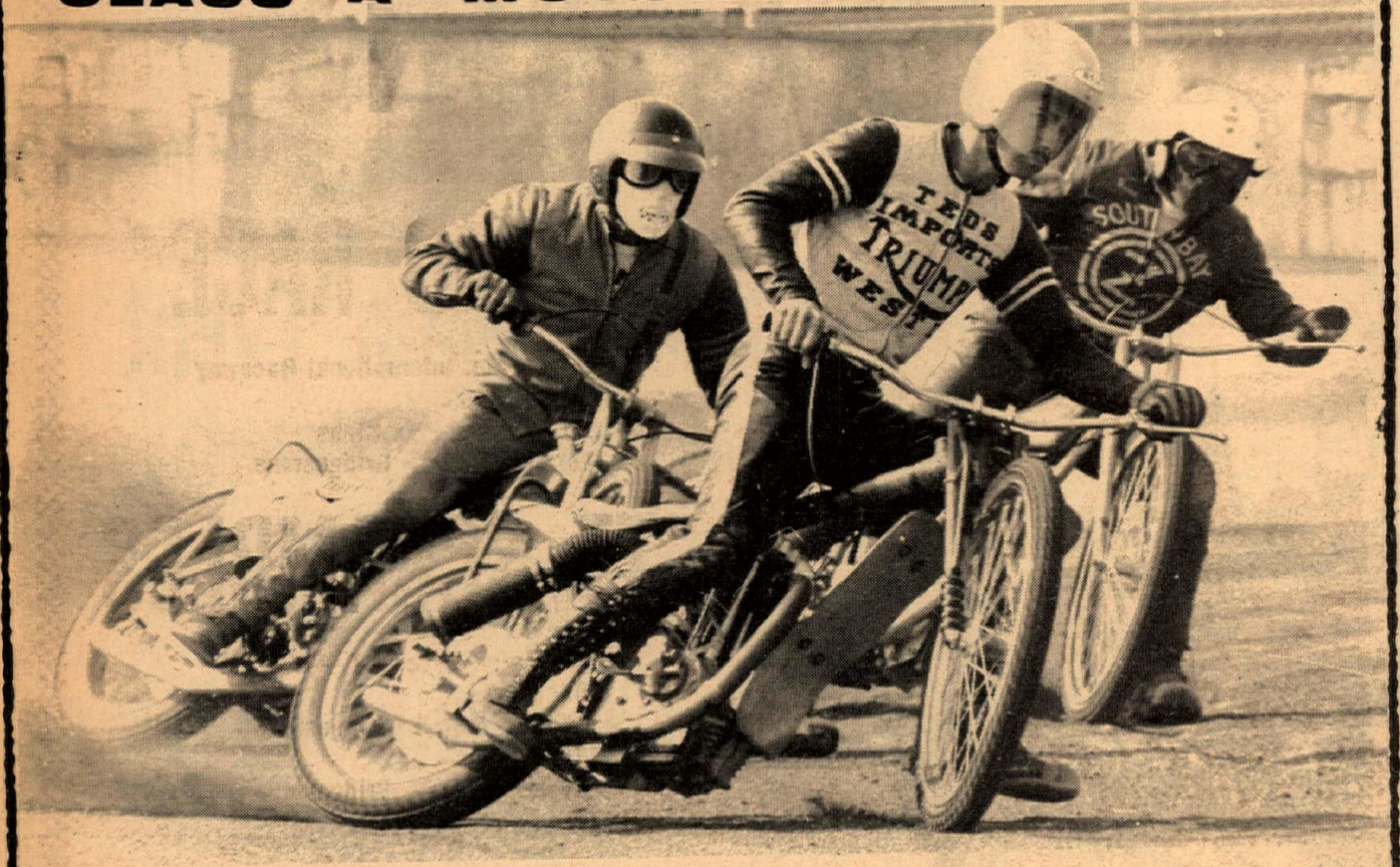
Then it was a short run to the ramp, up, and over. He did it three times Saturday night, and once Sunday. A camera man from the movie crew lay inches from Evel's impact point to get an unusual angle. He was successful.

Evel, as usual, made the jumps look supremely easy and was beseiged by congratulatory fans. He shook a lot of hands and graciously thanked his well-wishers.

EXCITING ACTION PACKED AUTHENTIC

SPEEDWAY

CLASS A MOTORCYCLE Racing



SEASON OPENER

JUNE 13th

Orange Co. Fairgrounds

Costa Mesa

Free Parking
Free Program
Free Picnicing

Admission
Adults – $2.50
Kids (8-12) $1.50
Under 8 FREE

Gates Open 7:pm start 8:pm

Playground area for the Kids

Tim Hart led Bailey in the 250 class.

Ocelot's winning Suzuki 200 was clean as a show winner after 200 hard miles. Owner Damron says "It hasn't even had the heads off."

Jim Wilson flew to TT double win.

By John Shedd

BAILEY'S BRITAIN BOUND!

America's Ironman of motocross, Gary Bailey, made a clean sweep of the California Moto-Sport Club's Golden State Series at the Motorcycle Circus. Bailey's perfect 36 point score earned him a trip to England and a chance to compete with Europe's top riders in their own back yard.

Tall, thin Bailey went into the sixth and final event of the series with a one point lead over Junior rider Paul Harber from Las Vegas. A second for Gary and a first for Paul would have tied the series up again so for Gary it was do or die.

Bailey was riding two classes, and when the flag dropped in the first leg of the 250cc senior event, he had to come from behind to take over the lead from Montesa mounted Tim Hart. Hart set a fast pace, but once in front, it appeared that it would be Bailey all the way. Then Gary pulled one of those super booboos. Ran out of gas on the last lap! Husky mounted Bill Silverthorn, who had worked his way up from the back of the pack zapped by and took the win. What a way to start the day for Bailey!

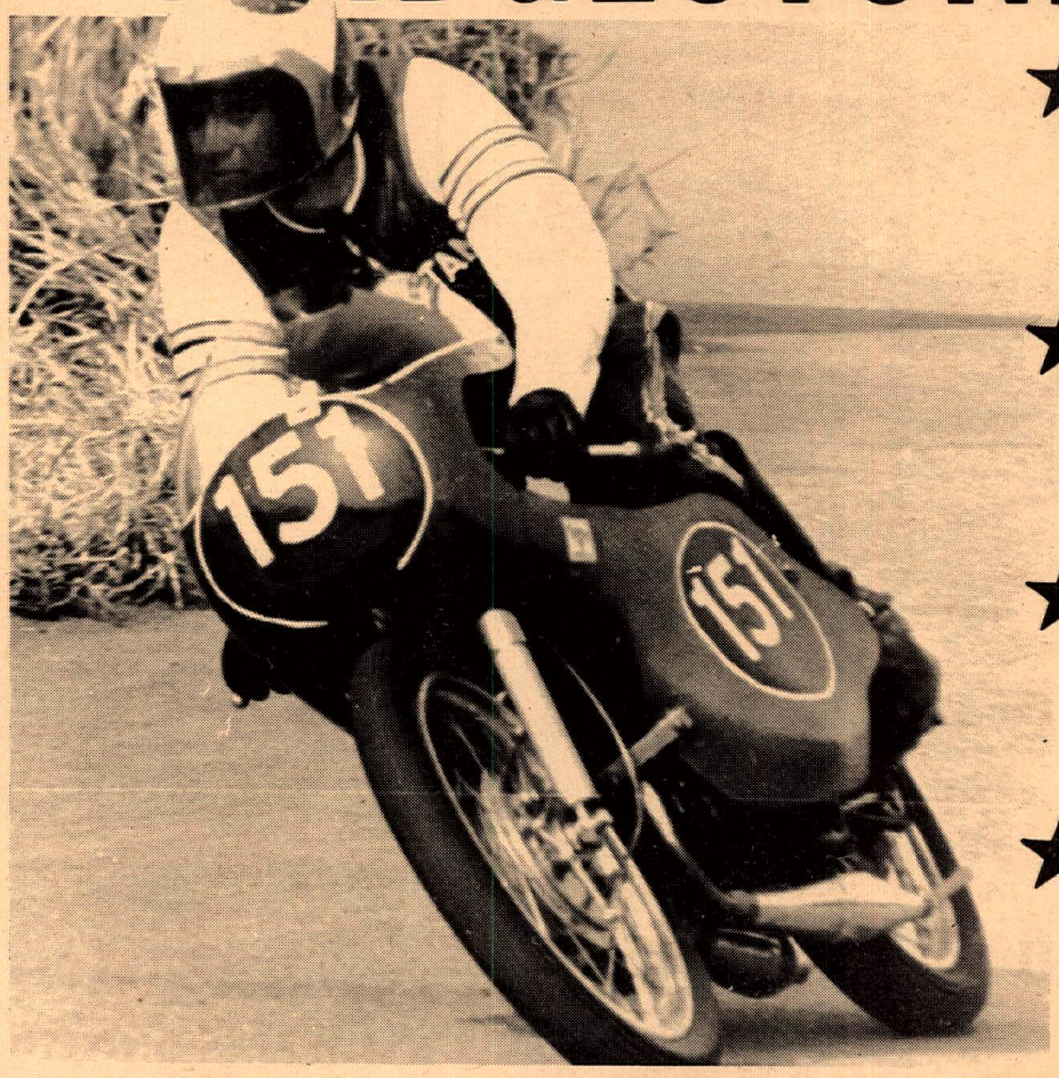
Bailey then brought his Nick Nicholson-sponsored Greeves Griffon in first in the first 500cc senior moto, but in the second chase, Jim Wilson slipped past him to take the lead on another Nicholson-sponsored Greeves. Gary just followed Jim around apparently content to be second. Bailey's brain becomes a motocross point computer when he races and he knew very well that Jim had only finished fourth in the first moto. This meant that he could finish second behind him in the last two legs and still win the class.

Bill Silverthorn went on to win the 250cc senior class with Bailey second and Tim Hart finishing third. His second place finish would tie him with Harber if the Las Vegas teenager won his class. A second in the last moto of the big bike class would give him the win and the much needed six points to make him the Golden State Series champ.

When Stu Peters' green starting flag streaked through the cool Carlsbad breeze it was the Compton Comet, Gary Bailey, out in front and moving on. Wilson was closer than Bailey's own shadow every lap, and when Gary wheelied past the checkered flag he was still snapping at his heels.

(Results on page 20)

BRIDGESTONE WINS



★

ROAD RACE

Orange Co. International Raceway
June 1, 1969
175cc Grand Prix Class
1st Stan Smith – Bridgestone

★

TT SCRAMBLES

Huntington Beach TT – 5/25/69
100cc Main
1st Gary Wells – Bridgestone
175cc Class
1st Gary Wells – Bridgestone

★

★

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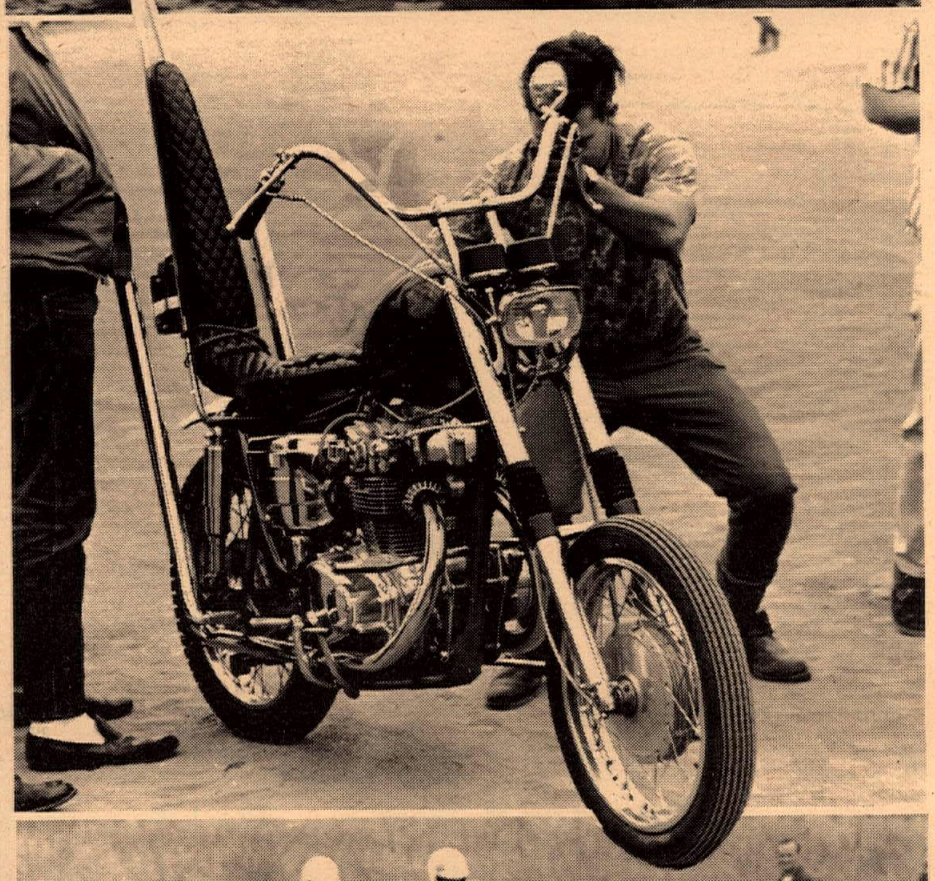
Above, Three B.B.C. personnel gave the Cycle News Booth an international flair. Below, Two bikes get the green light at the Sat. night drags.



Above pictures show TT action; a clean Honda chopper; more TT action; one of the trials traps.

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

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Antelope Ramblers Hare & Hound — June 8, 1969

1st Overall Trailbike

Jack Morgan — Hodaka

Hi Boots TT Scrambles — June 8, 1969

100 Expert Class
1st Carl Byers — Hodaka
2nd Jim McGuire — Hodaka
3rd Kevin Stafford — Hodaka
4th Ray Vanderpool — Hodaka

100 Novice Class
1st Doug Maloney — Hodaka
2nd Butch Montgomery — Hodaka

Powder Puff Class
1st Debbie Reon — Hodaka

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Mike Lane Unofficial Winner Of AFM Three-Hundred Miler

By Eric Raits

Photos by Donna Lucas & Dennis Greene

Above, Jack (88) Simmons maintained a scorching 87.5 M.P.H. average and led until transmission problems put his down. To: Right, Mike Lane takes the checkered flag after 300 grueling miles. Right, Dave Damron and partner Geoff Mazon won overall Sat. and placed high Sunday.

CARLSBAD, CAL., June 15, 1969 – Mike Lane was declared tenative winner of the AFM 300-miler at Carlsbad Raceway, Sunday June 15th. Lane rode a 500cc Suzuki to victory after most of the three-cylinder entries fell out with mechanical problems. Results of the race were held up by protests and will not be available for several days.

Jack Simmons pushed his Norton into an early lead and let everyone chase him until he skidded out at the hairpin with a locked tranny and was unable to continue. The team of Bill Manley and Dave Smith took over the lead at this point and began piling up an advantage that was to last until their brakes failed. Lane led for about the last thirty laps on his Crawford Chevrolet sponsored Suzuki.

Lane held an average speed of 79 mph for the 3 hour and 46 minute race.

Tom Steele lost control of his Kawasaki Three blasting up the hill out of the pit area and went off the road into some deep ruts. He escaped the spectacular 100 mph accident with a concussion. Riders and track officials alike were at fault for a near tragedy that resulted from Steele's mishap. One rider passed two others who had slowed when they saw the ambulance on the track, these two sped up again to avoid losing more ground and then nearly everybody sped up, passing the ambulance at better than 100 mph. The emergency vehicle took off down the track, out of sight of the bikes coming through the pit turn and the inevitable happened. An unidentified rider came up over a hill to see the ambulance on the track at one-fourth his speed and tried in vain to avoid it. He sideswiped it, was thrown off his machine, and over the hood of the ambulance, ripping chrome and the side-mirror off the speeding vehicle. He fell in front of the ambulance which narrowly missed running over him. The attendants jumped out and found the rider miraculously unhurt and able to continue. Track control was sadly lacking. Spectators were constantly crossing the track at every imaginable location with flagmen just looking on. Restrooms and a concession stand are located in the center of the high-speed track and somebody needs to build a bridge so they are easily accessible.

New road-racer Bob Bender looked very smooth as he and his partner Steve McLauglin brought the first three cylinder machine across the finish line. Their Triumph Trident was the unofficial open class winner. Dave Damron and Geoff Mazon won the 350 class on a Suzuki. We hope to have official results next week.

(Unofficial results on page 21)

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100's M.C. HARE SCRAMBLES

Photo and story by Dick Wright

CALIFORNIA CITY, CAL., June 15, 1969 – Yamaha's wreck ng crew came out ready to do a job and took a double win with Mike Patrick taking first overall again on his 250cc, Al Baker was first in the 125cc class, finishing seventh overall.

The riders were to go two loops on a forty-five mile course. You could hear the roar of the engines at the second smoke bomb four miles out, then the leader was in sight and it was Phil Bowers on a Yamaha; Patrick was running fourth. Bowers held the lead for thirty miles, until he overshot the course and Patrick took over. It was still Patrick coming into the pits with only a twenty second lead over the hard charging Gary Griffin on a Bultaco. These two top experts got with it on the second loop, going wheel to wheel down the fire roads, both having five speed bikes, and neither rider giving in.

Patrick pulled in for the win with Griffin taking second after one hour and fifty minutes on the course. Gary Cole pulled in third on a 250 Maico, followed by Bruce Lewellyn taking first in the 500 class on a Husky. Larry Mulock moved up from the 100cc class to ride a 250 Yamaha and took a fifth overall. Al Baker brought his 125 Yamaha to a seventh overall and first in class for a real good ride. Wally Casperson, Triumph mounted took first open class amateur. Jim McClurg who has finished second and third in class, picked up his first win by taking first 250 amateur on a Yamaha. Jim Dorman took first open Expert class on his Triumph.

The 100cc riders started after the big bikes, the leader at the smoke bomb was Ken Buckspan. The first rider to hit the pits was Mark Rader on a Hodaka and Jack Morgan was second. Rader held the lead for twenty miles, then broke down, and Morgan took over, but was pushed hard by Terry Clark #6. These two dueled it out for the next twenty miles and Morgan had the lead as they came into the finish. Clark was only a hundred yards behind in second. Dave Ekins on a Harley-Davidson was third, followed by Wes Anderson Jr. #2 also Harley mounted.

One of the best rides of the day was put in by Allen Lund #137 on a Sachs who moved up through the pack to take first Novice. Steve Fortner #146 had a good day taking first amateur on his Hodaka.

Next week desert racing moves to Red Rock Canyon for the So. Cal. M.C. bash, and it's a good thing too. The California City territory is almost worn out with too many trails.

(Results on page 21)

Perris Valley Throws A Rare Rough Scrambles

By Maureen Lee

PERRIS, Calif. June 14, 1969 – Well, Perris Valley M.C. did it again. The last scrambles they threw was a good one as their membership is building up and this one was better than the last although rider attendance was down. The word it was a rough scrambles scared some of 'em off. The course led down part of the usual straight, cut back in up and then up the hill almost to the very top where all the big rocks are, down (and we do mean down!) onto the old course again and looped around through a series of turns and jumps through the gravel pit. It was groovy, and most of the riders thoroughly enjoyed themselves. Quotes we got were: "hope they do it again, get away from this horsepower bit and the expense," "This was fun," "I haven't had so much fun since the old days," So we think Perris Valley is on to a good thing.

John Rice (Sachs) wrapped up the 125 Amateur-Expert go followed in by Bultaco rider Steve Ellsworth who had one of the best looking jumping styles in the rough sections. Troy McKee on a beautiful little Penton took third and Yamaha-mounted Hayward Mendenhall fourth. Dick Sanders (Bultaco) was the Novice winner.

Linus Beall on his Bridgestone took a well deserved win in the 100 Expert haul in a race that had a couple who could have been winners equally with Beall. Steve Nichols had a good lead twice and went out with mechanical problems and Richard Sweaney (Kawasaki) was also a mechanical victim on one moto. Eulene Long, one of the two girls who rode, turned in a good ride with quite a duel going a couple of times with Don Alfred on his Lobito.

Ron Flaming (Maico) did in the big bores in the 350-Open Novice go, to bring happiness to the Orange County Cycle crew.

Bob Greenstreet in his brilliant green leathers was the leader in no uncertain terms of the 250 Novices on one of the sharpest looking bikes there. Bultaco riders took the first three places in the Amateur go, ridden by Tony Hochgesang, Karl Wilson, and Glen Brunson.

As usual the best race in the lightweight division was the 250 Expert. The emerald green-shirted Ossa riders, Danny Hockie, Dan Carleton and Willie

Dan Hockie 250 Expert winner puts his Ossa through its paces in a rough Perris Scrambles.

Hockie took the first three in that order. In the second moto, Danny Hockie went down on the start and by sheer flying made it back up through the Experts and the Amateurs who were sharing the track to outdrag brother Willie to the checkered flag by no more than a wheel. Carleton won the first moto with a great lead and built up the same in the second but had part of his carb. slide break dropping him down in finishing position and over-all points. Larry Taylor (Bultaco) on a brand new bike put up a good fight as did Steve Nichols on his K & N Yamaha but it was to be the day of the "Bears".

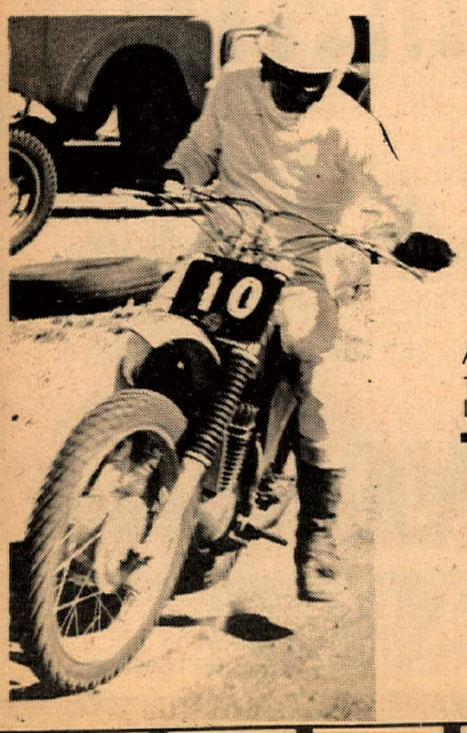
The Maico marque was to be king of the first two heavyweight classes. Rodger Flaming just blew 'em off, tearing around the track in his colors from Orange County Cycle. Art Amarillas on his Triumph came second with Bob Baker (BSA) and Steve Lowell (Montesa) settling it for third and fourth. Lowell is the only man we've ever seen who can almost out-run a Montesa. Ask him about it sometime! It's quite a story!

Chuck Wheat again led home the 350-Open class on his Maico, although Jerry Aucutt (Rickman) gave him a little trouble a couple of times but once Chuck got in front it was aufweidersein to the others behind. Jim Harnisch (Greeves) got a third with Jay Wahl (Bultaco) who lost a place when he slid out, fourth.

Anyone who doesn't think a Honda can hack a rough scrambles should have seen John Rice zooming along. The bike also ran like Jack the Bear down the straights. C.H. Wheat (Maico) gave him a good chase and in one moto, once he got around Terry Dorsch (Triumph) was actually eight seconds a lap faster than John and going faster each time. Dorsch tunred in a good ride on his 40-incher as did Terry Morairty and the rest who rode. You should have witnessed the scene after big-bore practice when Gerry Burton gave the riders a choice of using the over-the-hill or around the base of it and had them lined up in two groups denoting their preference. Some of the comments were out-of-sight and crying towels could have been passed around!

(Results on page 21)

MAICO WINS



DESERT HARE & HOUND

Antelope Ramblers M.C. – 6/8/69
1st 500 Expert
Lynn Cole – Maico

TT Scrambles

O.C.M.C. – 6/8/69 – Perris
350-500 Expert Class
1st C.H. Wheat – Maico
350-500 Amateur Class
1st Chuck Wheat – Maico

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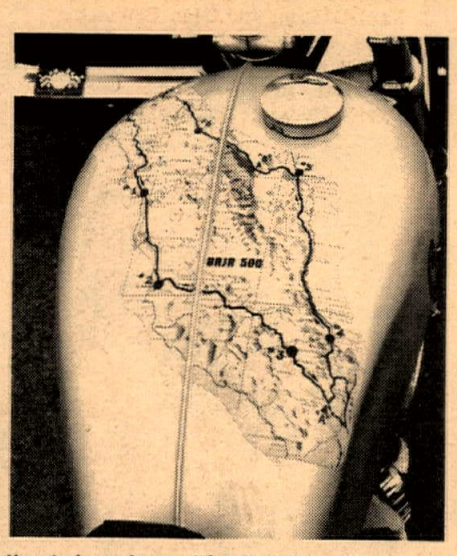
Bikes Fail To Win Baja 500



How to keep from getting lost below the border!

Above, Pre-race activities were watched by hundreds of Ensenadans. Below, This is the long, dusty trail. Relatively easy stretches like this favored the winning cars.

By Harold A. Blake, Jr.

Photos by Donna Lucas & Dennis Greene

ENSENADA, BAJA CALIFORNIA, June 13 – Instead of making up most of the top finishers, as they were expected to, there were only two bikes that placed in the top ten over-all. They were eighth and tenth – the Ducati of Doug Douglas and Jim McClerk and the Husqvarna of Steve Holladay and Whitey Martino.

The bikes were beaten by everything but a production two-wheel drive car. First over-all and in its class was the Oldsmobile powered, experimental, four-wheel drive Baja Boot driven by Bud Ek ns and Tony Murphy. Second over-all and first in its class was the experimental VW buggy of Drino Miller and Vic Wilson. Other cars to beat the bikes, on corrected time, included a stock VW dune buggy and a Jeepster.

The Baja 500 started with the first bike leaving at 12:01 p.m., Wednesday followed by the rest of the contestants at one minute intervals. It was officially over at 9:17 p.m., Thursday, 30 hours after the last entrant left the starting line. The car types were jubilant at this point. The riders were eating crow after having predicted 12 to 13 hours to finish and then having to take 16 and one half.

Why did the bikes do so badly? Most of the riders were top-notch desert or motocross competitors. Apparently the right brands of bikes were used. So what happened? Everything, that's what!

There are a few categories into which most of the problems can be grouped. These are 1) the bikes, 2) the rider, 3) Lady Luck, and 4) pit support.

The motorcycles themselves caused many problems. In some cases, they were simply poor choices. The Kawasaki Three is an example of this. Its chances were slim of finishing even with Steve Hurd and Dub Smith aboard. However, it put on a great show as it screamed down the roads and fishtailed through the dirt. It succeeded in tearing the knobs right off of two trials universals between Ensenada and Bahia San Luis Gonzaga, check point four where the rider changes were made.

In other cases, the bikes were either not prepared for the beating they would have to take or the preparation that was done was so bad that it would have been better to have left everything alone. Some lights were put on as an after thought and didn't function well if at all. Tool boxes were hung from aluminum fenders and ended up falling off and locking up rear wheels. Inadequate spares were provided, and some bikes were never tested after they had been set up.

I have to say one thing for the riders and drivers – they never gave up. When they had trouble, they would either fix it on the spot or work out some sort of temporary cure, sometimes again and again, until they could reach help or there was just no saving it. J.N. Roberts is but one example. He had so many flats that he ran out of patches and spare tubes. To keep the front tire on its badly damaged rim, he got a bed spread from somewhere, stuffed it into the tire, and made it all the way to the finish. He didn't qualify but he made it.

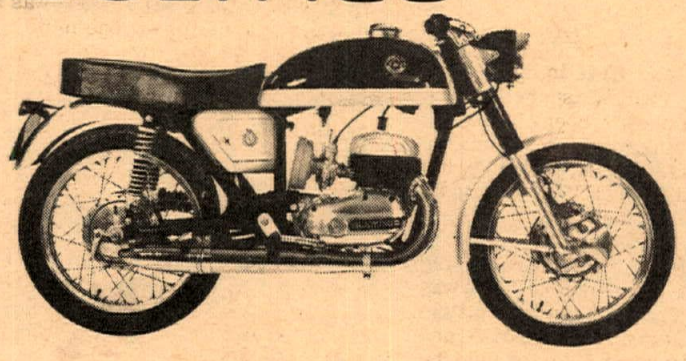
Bad luck struck some of the riders. Bob Ferro had the big end bearing melt before he got off the pavement; and this kept Mary McGee from showing what she could have done on the second half. Steve Kirk's Montesa caught fire just outside of El Rosario and brought his attempt to a halt. Bill Ydiando hit a cow while holding a two and a half hour lead over the eventual winner. The list goes on.

And now to my fourth point, the support of the riders during the races. This is where the bike riders were hit the hardest. It cost more than one rider the race. It should not have been a problem; bikes have had more experience at this than anyone else. A perfect example is the distributor who entered four bikes. One was lost to lady luck (?), two were forced to wait at check point three for daylight since their lights didn't work, and the fourth was in a weakened condition when it limped into the rider change at check four. The lighting problems probably could have been cured if there had been some support personnel where they were needed.

It sounds expensive to have this kind of support but it can be if handled like some of the big teams do. Mary McGee and Bob Ferro's team got together with three of the car teams and a vacationing friend or two and were able to cover every check. They also asked the distributor I mentioned above if he wanted to be part of this cooperative effort – he just laughed.

However, it may have been a good thing that the bikes were so soundly trounced. Perhaps when the 1,000 miles from Ensenada to La Paz rolls around in November a little more preparation will be in evidence and a little less cockiness. The big bikes are officially only running in their class, and that's where the money is. So, nothing was lost but some pride.

BULTACO



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May 11, 1969
Production Class Overall 0 – 120cc
2nd Charles Overland – Bultaco Metralla
250cc Sr. Production Class
1st Charles Overland – Bultaco Metralla
250cc Jr. Production Class
1st Warring – Bultaco Metralla
2nd Jewell – Bultaco Metralla

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S.M.R.A. Drag Races – May 18, 1969
Stock Bike – GB Class
New AHRA Record Time
David Broyles – Bultaco Metralla

Road Races – May 18, 1969
250cc Production Class
1st David Broyles – Bultaco Metralla

ASCOT WINNER

Ascot Park – June 7, 1969
Novice Main Event
1st Tod Sloan – Bultaco PurSang
3rd Allen Kenyon – Bultaco PurSang
4th Jim Rice – Bultaco PurSang
Novice Trophy Dash
1st Tod Sloan – Bultaco PurSang
3rd Allen Kenyon – Bultaco PurSang
4th Jim Rice – Bultaco PurSang

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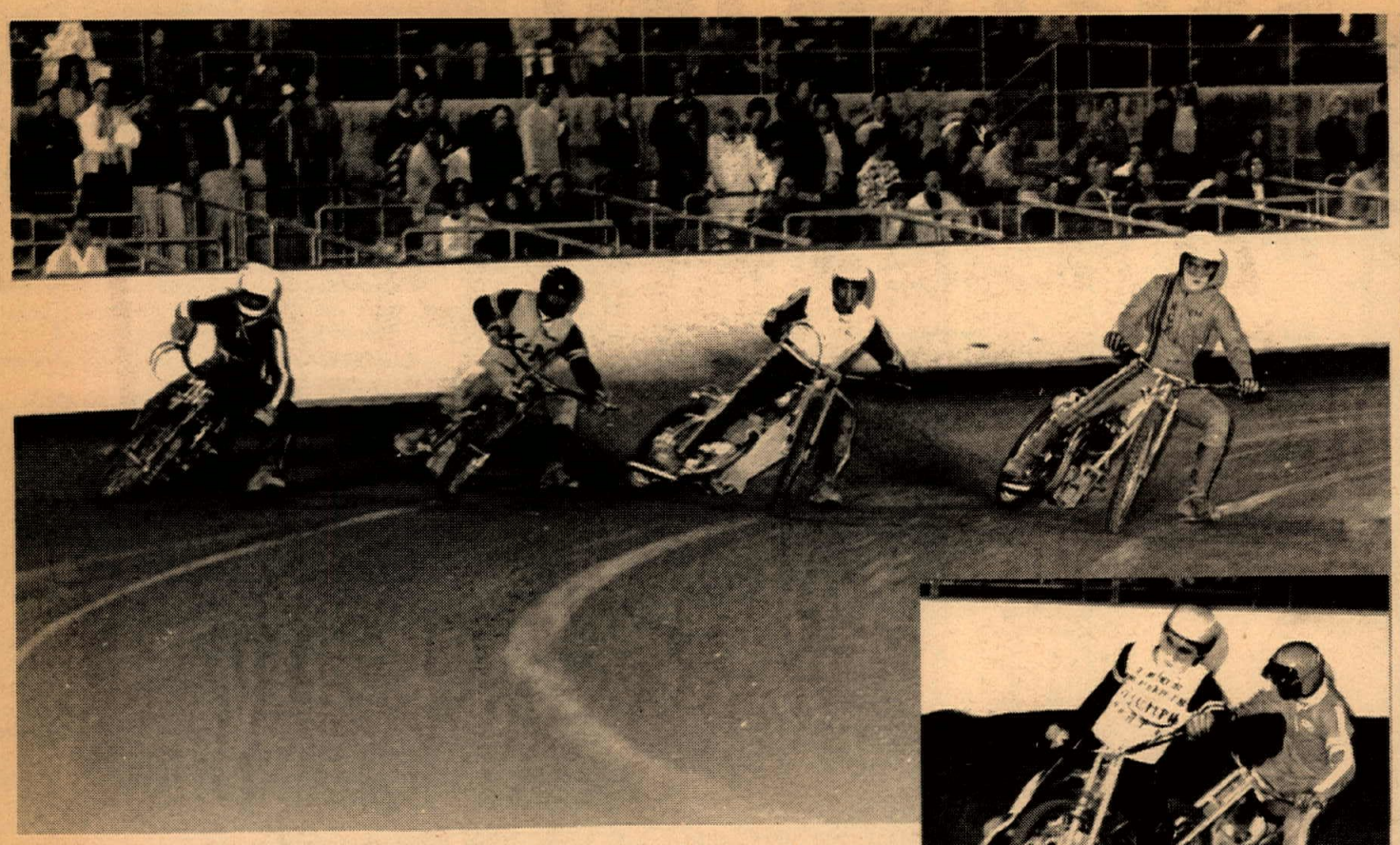

Opening night action at Orange County Fairgrounds saw jam-packed standing room only crowd.

Sonny Nutter leads Greg Haserot through the corner.

Rick Woods, winner of special match race collects his just reward.

By Mike Capalite

Rick Woods Achieves 'Local Hero' Status, Dominating Speedway Opener

COSTA MESA, CAL., June 13 – Rick Woods eliminated the doubt in anyone's mind as to his capabilities to hold the title of United State Speedway Champion Friday night as he made the show the success that it was. Running a prearranged program of handicap and scratch races, Jerry Fairchilds' International Speedway Assn. had the top riders handicapped 80 yards with six men in a heat and as a result the only top rider to gain the handicap main was Sonny Nutter who finished second in his heat to Bill Cody. Aced out in their respective heats because they were unable to move up through the traffic were U.S. Champion Rick Woods, and Australian Champion Ces Platte.

Platte had trouble all evening on the small track which is about 1/4 as big as he is used to running and in his heat, he went down in the corner and so failed to transfer to the main events in the scratch events. Ron Miller again lived up to his fans expectations as his orbiting Eso again went for the fence as Feets Minert went down in front of Ron and Ron hit his machine and flew about three feet into the air and when he came down again, Ron just about kept it under control, but finally lost it as it dove for the pit wall. He knocked down one of the movable sections.

The third scratch heat endeared Rick Woods to the hearts of the spectators as he jumped into the lead and proceded to show them what this speedway thing was all about. Even though he was a half-a-lap ahead of second place man, the fans were on their feet cheering him as he hurtled around this oval with a speed that they had not dreamed possible. As he came out of each corner crossed up, he would pick up the front wheel and carry it in the air while still crossed up until he had straightened it out for the run down the chute. As Rick took the win going away, the standing ovation from the crowd was deafening.

After the intermission, they held the first of a series of two-out-of-three match races between Rick Woods and Ces Platte. Ces seemed to prefer the inside line through the corners as he made Rick go the hard way around the outside and even though Platte would hook his front wheel inside of the inside track marker, he beat Rick out by just inches. The second time out, Rick passed Ces on the outside and Ces spun out to the infield and Rick went on to an easy win, making it one apiece.

After the scratch semis and what they called a class B Consolation, the scratch final was held and it was the opinion of most of the riders that this was the race that should have been at the end of the program as Rick Woods, Sonny Nutter, Norm Elledge and Dick Arandt did battle. Right off the line, Elledge and Nutter collided and Sonny went down to put him out of the race. Rick Woods went on to take the win in his spectacular fashion. Elledge placed second with Arandt in third.

The handicap final had Mike Konle on the 0 yard line and he took the lead and looked like he was going to hold it over Bill Cody who led for one lap before losing it to Mike, but then Konle went down in the corner; Bill took the lead again, but only momentarily as Kenny Brown got under him and then Cody went down as Kenny went on for the win with Terry Graham second and Sonny Nutter third. The third match race between Rick and Ces was the last event and one that left the spectators with the urge to come back for more as they fought it out tooth and nail with neither one giving an inch and then Woods made a fantastic charge out of the corner to take the lead and the win with only inches separating him and Ces.

(Results on page 20)

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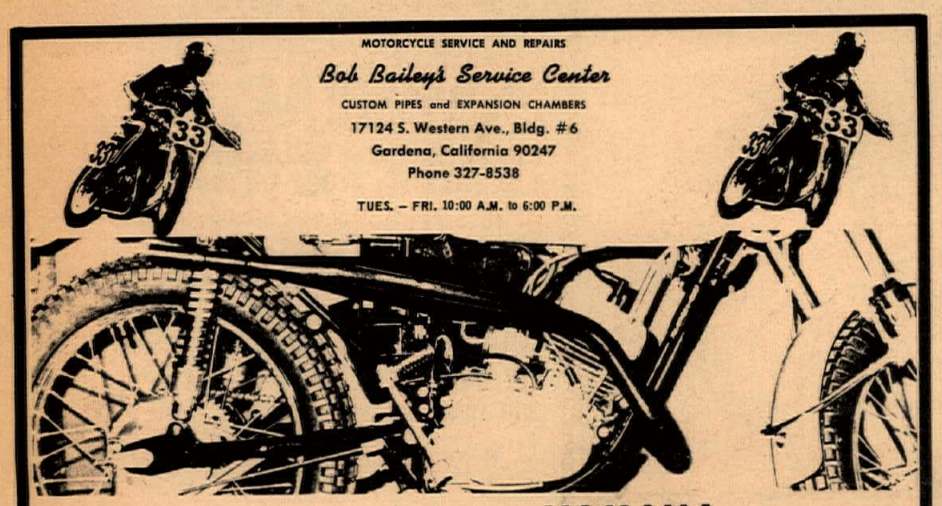

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3rd Garry Seeley – CZ
4th Don Yates – CZ
ACA Motocross – 6/8/69
250cc Jr. Class
1st Chuck Lunde – CZ
2nd Bill Gomen – CZ
4th Steve Lunde – CZ
500cc Jr. Class
1st Mark Blackwell – CZ

Shamrocks Motocross – 5/30/69
250cc Expert Class
1st John Maynard – CZ
3rd Jim Bentley – CZ
250cc Novice Class
1st Chuck Lunde – CZ

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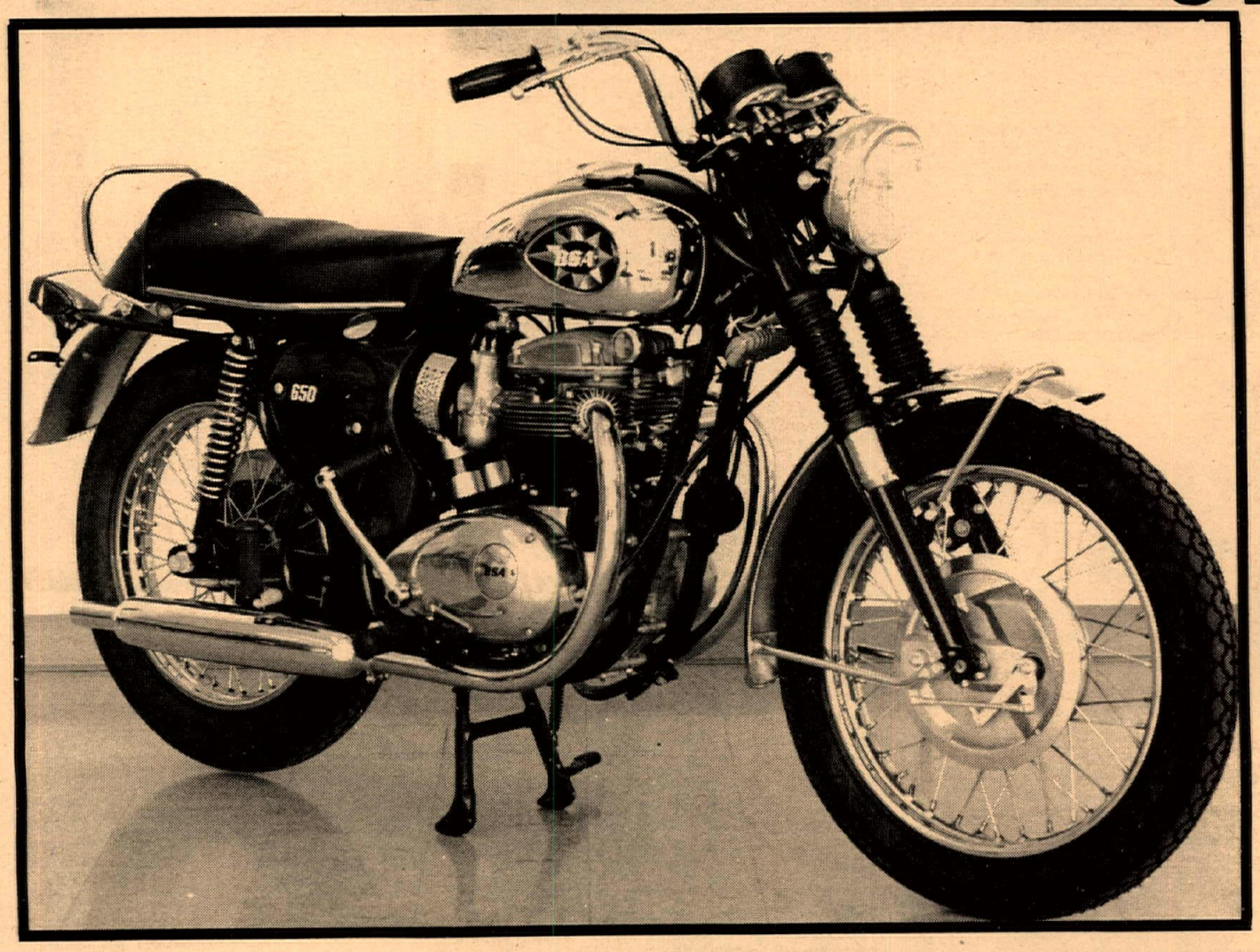
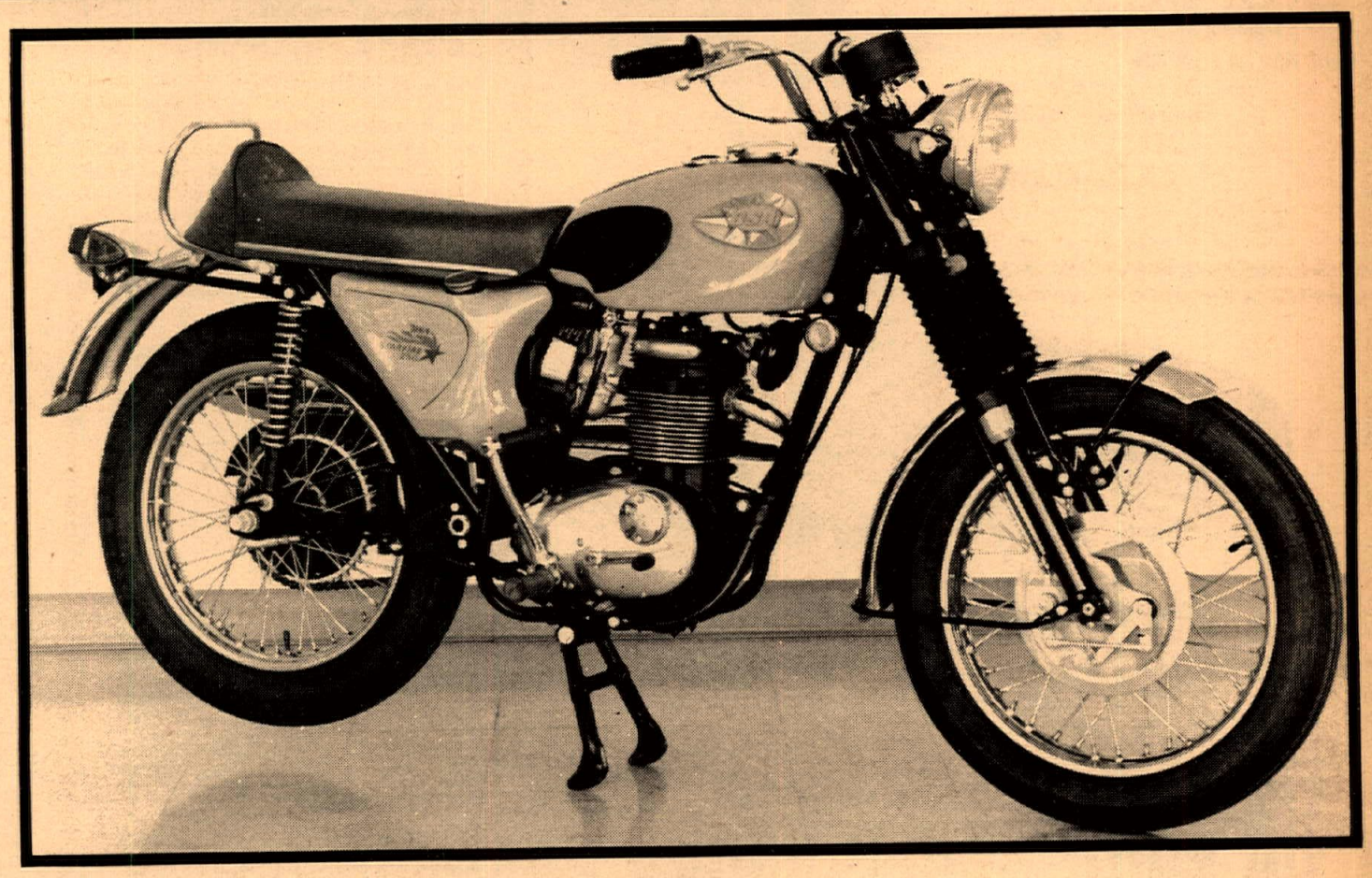


BSA Lightning 650cc Wins

Santa Maria Scrambles – June 8
Open Expert Class
1st Rick Elisarraras – BSA Lightning
2nd Jon Shaffer – BSA Lightning
3rd John Bass – BSA Lightning
Dallas, Pa. National Enduro – June 8
A Heavyweight Class
1st Dave Barnes – BSA Lightning
Lodi Scrambles – June 8
Open Expert Class
1st Ray Huff – BSA Lightning
2nd Jorgy Jorgensen – BSA Lightning



BSA Starfire 250cc Wins

Santa Maria Scrambles – June 8
250cc Am/Ex. Class
1st Rick Elisarraras

BSA STARFIRE 250cc

When a man REALLY wants to ride, BSA

South Bay Speedway

Open Experts pull the chains with Rich (83) Ribley, Myron (2) Carter, Don (7) Mathews, John (9) Roy, Earl (15) Barker and Dick (31) Mills contending.

17-year-old Debbie Greenlee brought her bikini with her from San Francisco to award the trophy to Ward Ring.

Ward Ring. Is he undefeatable?

By Bill Harmer

SAN DIEGO, CALIF. June 15 – By posting wins in two out of three of the motos in the hotly contested 250cc expert class and then coming from behind in a whirlwind finish to win the Lucky Yamaha sweepstakes, Ward Ring of National City, riding the Jon Knapp-tuned Yamaha, took the lion's share of honors here today.

Jim Chitwood, mounted on a Don Vesco Yamaha pressed him in the first moto and beat out Ring's team mate, Carl Byers for second. In the second Moto when Ring saw that Byers was a cinch for second he permitted him to pass to build up points for the Lucky Yamaha team but holding off the efforts of Earl Barker on the Southbay Yamaha.

In the third moto, Ring outperformed an entire new bunch of contenders. His team mate went out with a seized engine.

The Open expert contest saw Myron (The Red Baron) Carter, a talented Poway teenager, who does all his own tuning, decisively turn back Norton team mates Don Matthews and Rich Ribley, who ride for Mike's Speed Tuning, to capture the fracas.

Of particular concern to your reporter in this race was a nasty spill in the 2nd moto on the South sweeper involving Triumph riders Dan Duncan and Ellis Boles. Dan dropped his scooter and Ellis ran over him. Dan is the Service Manager of Valley Motorcycle Sales, El Cajon's Honda, Triumph and BMW dealer and Ellis is his chief mechanic. As my BMW was scheduled for a service appointment on Monday I was particularly happy to see both boys in good condition after the race although Dan sported a K-70 tread mark across his middle.

The powder puff race is gaining more attention as the girls are prepping for the big 100cc Grand Prix to be held at South Bay on July 6th. Debbie Reon repeated her win of last week ahead of Shirley Newsom and Sue Faucher. All three girls were on Hodakas.

Butch Montgomery led the new crop of 100cc novice riders across the finish, followed by Hodaka mounted Phil Collie and Kawasaki pilot John Montez. Eleven-year-old 100cc Novice Dave Emde finished second in his heat race here today in his first competition start and papa Floyd was just as happy for him as he was that older brother Don Emde finished second in the AMA Novice class at the Laconia Nationals on Saturday.

The next motorcycle program in the S.D. area will be at the Autodromo de Tijuana on June 29th followed by the 100cc Grand Prix at Southbay on Independence Day weekend. We'll see you all there.

(Results on page 20)

SACHS PUSHES THE BIG BOYS

Antelope Ramblers Hare & Hound – 6/8/69

10th OVERALL 1st 125cc

Ted Lapadakus- SACHS

Defeating machines of 250cc, 360cc, 500cc, 650cc & 750cc displacement. This is the best finish by a 125cc machine in District 37 desert racing to date. Could the next finish be 5th – 2nd – maybe even 1st Overall?

WINNING IS OUR WAY

Dallas, Pa. National Enduro – 6/8/69
A – Lightweight Class
1st Bruce Sutton – Sachs
3rd Dave Fisher – Sachs

O.C.M.C. TT Scrambles – 6/8/69
125cc Am/Ex. Class
1st John Rice – Sachs
ACA Motocross – 6/8/69
1st Bruce Baron – Sachs
2nd Fred Cox – Sachs

Hi Boots TT Scrambles – 6/8/69
125 – 200 Expert Class
1st Jay Dunn – Sachs
2nd Earl Crippa – Sachs
3rd Jim McGuire – Sachs

Groundshakers Smoke Run – 6/8/69
3rd Overall – 1st 125cc
Casey Folks – Sachs
CMC Motocross – 6/7/69
125cc Jr. Class
1st George Lund – Sachs
Lompoc Motocross – 5/30/69
125cc Sr. Class
1st Mike Runyard – Sachs
125cc Jr. Class
1st Bruce Baron – Sachs
3rd Mike David – Sachs

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Hillbillies Trial Lauded

By Rich Eaton

OAKHURST, CAL., June 8, 1969 – The small roadside town of Oakhurst, Calif., nestled high in the Sierra 50 miles north of Fresno, buzzed with the sound of trucks laden with trial type cycles as they headed yet Northward to the site of the Hillbillies M.C. English Trial Sunday.

The Hillbillies had set up a beautiful course utilizing a 10 mile loop through the evergreen forest. Conditions were overcast with a brief thunder shower just after sun-up which settled the dust and provided an ideal setting for the Trials.

Many compliments about the layout of the observed sections and course routing were paid to the Hillbillies by the 45 contestants. Strongest club participation came from the enthusiastic Pacific International Trials Society which swept the Trials in all classes and took home most all of the trophies. The P.I.T.S. group praised the Hillbillies the most vigorously of all.

The Southern Calif. Trials Assn. was conspicuous by its' absence, and missed out on the variety of observed sections used. The 8 sections included water traps, sand, gully climbs, log jumps, and a "mind-blower" oozing mud section. The Hillbillies have expressed a desire to have more Trial riders make use of the excellent natural terrain available in their area. The next chance for trials riders to enjoy this area will be Oct. 26 for the Sierra Championship Trials.

(Results on page 20)

MacDouffe Assaults Three-Flag Record

By Leon MacDouffe

Darrel Triber's record setting Three-Flag run of a few months back caught our eye and we decided to take a whack at it. Darrel rode a BSA Rocket Three from the Canadian border to Tijuana, Mexico in a shade under 24 hours. Could the three of us, my wife Denise, our trusty Matchless and myself, slash Triber's time?

We toured motorcycle dealers in the Los Angeles area looking for a sponsor and pointed out to everyone the big space on our 8-gallon touring tank that had a hand-lettered sign saying, "This Space For Hire." No one seemed interested except the U-Haul people who wanted us to tow a trailer back to Seattle for them. We declined politely though the extra space would have come in handy...

Let me interject a word of thanks to the many readers who wrote in identifying our bike as a Matchless. As you may remember from our last travel story, we thought it was a Matchling or something like that because part of the name had been worn off the case. At first we thought the letter-writers were putting us on because Matchless is kind of an unlikely name for a motorcycle. As a matter of fact, it's downright boastful. A l so we'll have to turn down the people who offered to buy the Matchling. Apparently no such thing exists.

We began preparations for our record assault by lettering "Sponsored by the California Highway Patrol" on the gas tank, figuring we could speed a little and get away with it because we have always heard you don't mess with the CHP.

Denise, my child bride, said we would have to speed a lot to break Darrel's record because he came down from Canada and we would be going up. I cuffed her smartly. The late great W.C. Fields is supposed to have said, "Women should be struck regularly, like a gong."

I guess the best part of the whole trip was all the sleeping we did to get rested up before leaving. Our phone was disconnected anyway so it didn't bother us, and when someone came over we'd just tell them we had to prepare for our record run. Denise and I dreamt a lot. We had visions of cheering crowds lining the streets as we drew closer and closer to the Canadian border. Perhaps fame would at last be ours!

We planned to cross into Mexico and have our time certified by the Mexican border guards but that didn't work out too well. First of all, we almost didn't get out of the States. The American border guard asked us where we were headed and when we said Canada, he shined his flashlight into our eyes and said, "You two are flying in the wrong direction." They let us go after a humiliating search turned up nothing. All we had on us anyway was two knapsacks, each holding a full two-gallon can of gasoline.

We turned around, wobbling like crazy because of the heavy knapsacks, and approached the other set of guards we would have to pass to get back in the U.S. We explained the purpose of our quick U-turn to them and they said they'd be happy to officially certify our departure time. Unfortunately they couldn't agree on what time it was exactly. We ended up with a slip of paper that said, along with seals of both governments, Official Departure Time, Tijuana, Mexico, 3:17 or 3:27 p.m. So we thumped off in a northerly direction to see what the highways had in store for us. Little did we know!

Del Mar and Encinitas were just exits on the Freeway and our little thumper whizzed right up the scenic California coast. As a matter of fact that's just how the bike sounded: Whiz-thump, whiz-thump, whiz--thump. We came to Carlsbad, making a note to visit here some time and see the famous Caverns. Traffic slowed considerably through Carlsbad and was bumper-to-bumper all the way through Oceanside. That didn't bother us though, we went right up the center divider next to the fence and made good time. We have a funny set of forks on the machine. Someone once told us they were originally on a Greeves and were called Earl's Banana Forks. I painted them yellow to go with the name and they did a good job of smoothing out the occasional culvert that crossed the divider.

At San Clemente we turned inland slightly and headed for the dread freeways of Los Angeles, keeping up an average of 65 m.p.h. Gas fumes from the can in my pack were bothering Denise a lot; she kept giggling and rolling around on the seat behind me so I used up my can first. Denise held the handlebars while I poured. We had forgotten a funnel so it was a tricky operation to say the least. We almost set a record for driving the farthest on a burning two-wheeled vehicle. We had the fire out in no time with the help of a passing motorist. We did resent the ones who went by and laughed though.

Those downtown freeways are weird! There were quite a few motorcycles but we seemed to draw more than our share of attention. One touristy type with Indiana plates on his car pointed us out to his wife and she started snapping pictures of us with her Instamatic camera. Denise got annoyed a bit and shouted, "Haven't you creeps ever seen a charred Matchless with yellow banana forks on it before?" I guess the vacationer misunderstood and thought we were one percenters or something because he whipped across three lanes of traffic and got off toward Pasadena. It must have been a misunderstanding because who would go there on purpose? We went once and it was closed.

We made it through the maze of signs until we were on the north side of Los Angeles climbing toward Ventura. Our 65 m.p.h. average really started to drop. 60, 55, down to 50 m.p.h. We tried to make up for it on the downhills and I'd shut off the engine to save gas. Coasting at 90 is weird for those of you who haven't tried it! The only noises you hear besides the howl of the wind are the little steel bearings going round and round in the front wheel hub. This is where we came to grief.

It was all my fault really, I was turned around talking to my spouse; it was so peaceful cruising with the engine shut off, when she shouted, "Look out!" I turned my head in time to see that we were about to run into a cattle truck that had just gotten on the freeway. There was no time to swerve so I picked out what looked like a cheap place on the truck and we smacked into him. The impact lifted our front wheel off the ground and wedged the handlebars between the wooden stakes on the rear panel of the truck. We were shaken up but not hurt. We were traveling at about the same speed as the truck and the driver must not have felt much of a bump. He probably looked in his rear-view mirror but there was nothing to see. We were hidden by 50 excited cows. I shouted to get his attention, "Oh sir?" I said. He couldn't hear us, he was probably engrossed in a dream of his favorite truck stop and the sexy waitress there. As it turned out he had just left a truck stop and was not due to stop at another one for his entire trip. He and his co-pilot changed on the go and their destination was Vancouver, British Columbia. We couldn't get off and we couldn't attract anybody's attention so we made the best of it. We slept, tying ourselves to the bike with bungee cords. We tried waving and shouting at cars that passed us but that didn't do any good. Most of them must have thought it was a stunt of some kind. One elderly lady even applauded politely and mouthed "Bravo" at us through her closed window. We shivered all the way through Northern California, Oregon, and Washington. Our average dropped quite a bit but we finally made it to Blaine, Washington where the truck was stopped at the border. The border authorities thought we were trying to sneak into Canada and pried us loose. We were too cold to explain the situation until they had filled us up with coffee. They marked their official seal on our Tijuana papers and we hereby lay claim to the time of 35 hours and 12 minutes by a single cylinder British motorcycle fired by gasoline for 200 miles and then motivated by Diesel fuel the rest of the trip from Mexico to Canada.

Drag Strip

By Dan Zeman Photo by Donna Lucas

The purse for the July 4th meet has been steadily rising. I figured I had better get on the ball and decide where to distribute the gold. First is the list of donors.

Lions $1,000, yours truly $25.00, Betty Nichols $25, Two Cycle Modification Center $25, Ed Roth–Choppers Magazine $25, Pete Devlin $5, Don Green $5, H.D. of Inglewood $30, Dale Brown Motors $10, Drag Bike Engineering $10, Temple City Kawasaki $50, Suzuki City Inglewood $20, Motorcycle Enterprises $25, two anonymous donors, one of $25 and one of $10, and Cycle Guide Magazine $25. This gives us a total cash purse of $1315.00. There were also certificate awards received from the following: Belmont Cycle $25, Laidlaws H.D. $25, Suzuki Fun Center $25, Roher Bros. Cycle $25, Honda of Gardena a $6.95 pair of gloves, and a custom paint job by Cycle Delic Choppers. This gives us a total purse worth close to $1500. Some of the donors wanted their money or certificate put on certain classes in the Street Division and so it was done.

This is the money breakdown for each class:

TOP FUEL $350.00 plus $25.00 certificate (Laidlaws H.D.)
Runner Up: $75.
Jr. Fuel: $150. up to 45 cubic inches
Runner Up: $50.
Top Speed: $25. Low E.T. $25.

Wheel Stand Contest: $25.

STREET DIVISION (Stock Only)

There will be an all chopper class and the winner of this class will win $10. and a custom paint job by Cycle Delic Choppers of Burbank.

A – $15.
B – $15. plus a $6.95 pair of gloves (Honda Gardena)
C – $10. plus $25. cert. (Belmont Cycles)
D – $60. ($50 of this donated by Temple City Kawasaki)
E – $15. F – $15.
G – $10. plus $25. cert. (Suzuki Fun Center)
H – $10. I – $10. J – $10.
K – $10. plus $25. cert. (Roher Bros. Burbank)

MODIFIED DIVISION
A – $25. I – $10.
B – $25. J – $10.
C – $25. K – $10.
D – $25.
E – $20.
F – $20.
G – $20.
H – $15.

GAS DIVISION
A – $50.
B – $45.
C – $40.
D – $35.
E – $30.
F – $20.

There are a few weeks left so the money may still go up in all classes. If no more donations are made this will be the way the cash bounces.

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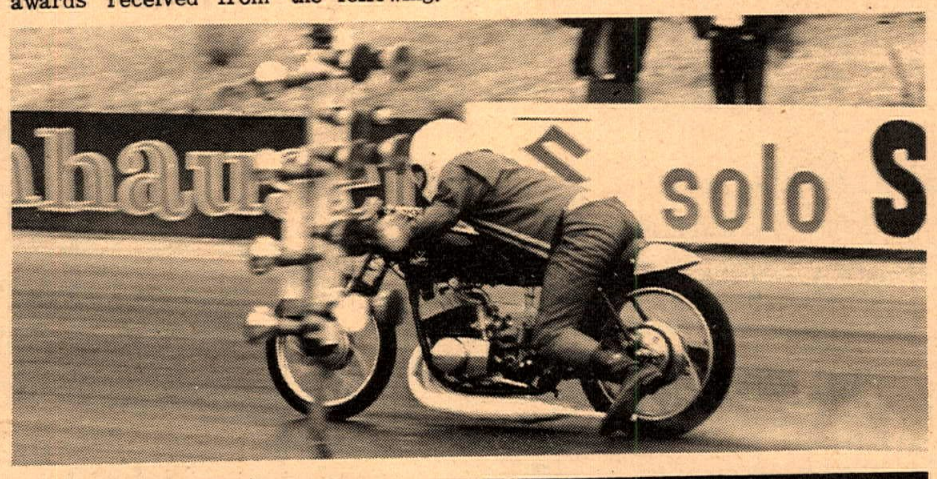

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Results

NATL. ENDURO
Dallas, Pa.
June 8, 1969
By Ed Hertfelder

1st OVERALL
Dave Latham Gre
LTWT. A
Bruce Sutton Sac
Lloyd Levinsky Pen
Dave Fisher Sac
MEDIUM A
Bob Fusan Yam
James Smith Gre
Jack McClane Hon
LT. HEAVY A
Dutch Blind Tri
Norm Ford Hus
Ronald Bohme Hus
HEAVY WT. A
Dave Barnes BSA
Gordon Potter Tri
SENIOR
Kaufmann Yam
POWDER PUFF
Pat Barnes Bul
Bonnie Elston Bul
BANTAM WT. B
Fred Barry Zun
C. Davidson Hon
Dennie Newbauer Hon
LTWT. B
Dennis Hughes Pen
Mike Curry Pen
Tom Rossi Pen
MEDIUM B
James Scott Yam
Lou Smith Yam
William Kain Yam
LT. HEAVY B
Jim Fogle Hus
Joe Arceci Bul
Harry Lintz Hus
HEAVY WT. B
Harry Penn Tri
William Sutton Tri
BUDDY CLASS
C.Richardson Pen
BEST AMA TEAM
Latham/Pec/Boonstra

* * * * * * * * * * * * * *

SLO-POKES
MOTOCROSS
Santa Maria, Calif.
May 30, 1969

POWDER PUFF
Wendy Littell Yam
Kathy Montgomery Kaw
Dianna Marshall Yam
100 JUNIOR
Robert Fortier Hod
Darryl Bassani Hod
Don Emler Suz
Fred Miller Hod
Clark Bachman Sac
125 JUNIOR
Bruce Barron Sac
Mike David Sac
Tom Miles Yam
Gary Chaplin Sac
Dean York Yam
Tom Davis Sac
James Ward Yam
125 SENIOR
Mike Runyard Sac
David Worth Yam
Richard Allen Yam
250 JUNIOR
Mike Spier Kaw
Al Davis Suz
Phil Jacobson Kaw
James Ward Yam
250 SENIOR
Tim Hart Mon
Tom Rapp Bul
Greg Smith Mai
375 JUNIOR
Steve Benedict Bul
Dale Arrant Mai
Ron Clawson Hus
375 SENIOR
Jim Wilson Gre
Bill Oliver Mai
Terry Davis Hus
OPEN JUNIOR
Fred Jamieson Tri
Frank Clase Tri
Rod Bowsman Tri

* * * * * * * * * * * * * *

HILLBILLY TRIALS
Oakhurst, Calif.
June 8, 1969
By Rich Eaton pts.

EXPERT
Steve Ehlers Bul 45
Rich Hood Bul 57
Paul Olliges – 57
AMATEUR
John Brewer Cot 31
Allen Barrett Bul 49
Bill Batzloff Cot 51
NOVICE
Bob Stauffer - 48
Dan Qualls - 50
Lee Cohee Cot 54

ACA MOTOCROSS
Bay Mare Ranch
June 15, 1969
By Dave Smead

125cc SENIOR
Mike Runyard Sac
Jeff Creager Yam
Joe Veillon Sac
250cc SENIOR
Mike Runyard Am E
Walt Bird Yam
500cc SENIOR
Chuck Minert BSA
Skip Kreps Bul
Gary McLanty Hus
Ken Sparkman Mai
350cc SPORTSMAN
M. Culbertson Bul
500cc SPORTSMAN
Rob Steffan Mai
Shorty Raudman Mai
Carl Cotton Hus
OPEN SPORTSMAN
Jack Kell Tri
Dave Bastian Mat
100cc SPORTSMAN
Robt. Fortier Hod
S. Armstrong M-B
Wayne Richter Bul
125cc SPORTSMAN
Jim Dawson Yam
John Sheeler Yam
Dick Foshay Sac
250cc SPORTSMAN
L. Shoemaker Bul
Jim O'Neal C-Z
Bill Harris Mai

* * * * * * * * * * * * * *

ASCOT PARK
HALF-MILE
Gardena, Cal.
Fri., June 13, 1969
By Carol Sims

15-lap EX. MAIN EVENT
Dave Smith Tri
A. Chrzanowski Tri
Shorty Seabourne BSA
Lloyd Houchins BSA
Ron Kruseman Tri
Mel Lacher H-D
Geezer Emick BSA
Sammy Tanner R-E
Carl Patrick Tri
P. Conserriere H-D*
Time: 5:58.02 *Did Not Finish
10-lap AM. MAIN EVENT
Don Dudek Tri
Frank Gillespie Tri
Stan Hill BSA
Nick Theroux Hon
Rory Randall Tri
Rudy Galindo Yam
Terry Donaher Vel*
Bob Fulton H-D
Time: 3:16.96 *Did Not Finish
8-lap NOV. MAIN EVENT
Freddie Edwards Yam
John Hatley Suz
Rick Talbot H-D
Ted Longwith Kaw
Rik Holly Hon
Chuck Hart Hon
Jim Dauk Yam
Dennis Palmgren Yam
Wade Purcell Yam
Dick Catuto Yam
Time: 3:16.91
3-lap EX. TROPHY DASH
Geezer Emick BSA
Sammy Tanner R-E
Tom Rockwood Tri
Terry Donaher Vel
Time: 1:12.19 *Did Not Finish

ORANGE CO. SPEEDWAY
Short Track, June 11, 1969
By Jim Vardeman

125cc TROPHY DASH
Ron Taylor Yam
125cc MAIN
Ron Taylor Yam
Mark Kruse Kaw
Scott Autrey Hod
250cc TROPHY DASH
Mark Kruse Duc
250cc MAIN
Mark Kruse Duc
Mike Toussau Kaw
Gary Scroggins Kaw
OPEN MAIN
Randy Ellis Hon
Perry Armstrong Tri
Dick Lewis Tri

CMC GOLDEN
STATE SERIES
FINALE
Carlsbad Cycle
News Circus
June 15, 1969
By John Shedd

125 SR.
C. Nilson Pen
L. Larsson Pen
B. Silverthorn Pen
T. Rapp Bul
R. Fry Pen
125 JR. DIV. I
B. Baron Sac
B. Urban Bul
S. Goldberg Pen
E. Crippa Sac
M. Tripes Pen
125 JR. DIV. 2
D. Torbett Pen
S. Silverthorn Pen
J. Barclay Pen
G. Little Hod
C. SPivey Pen
125 JR. DIV. 3
L. Bird Yam
R. Torbett Pen
S. Polk Pen
J. Blum Sac
L. Turner Pen
250 JR.
B. Silverthorn Hus
G. Bailey Gre
T. Hart Mon
J. Wilson Gre
W. Axthelm C-Z
250 JR. DIV. 1
J. West Yam
B. Baron C-Z
C. Harris Hus
J. Cooke C-Z
C. Lunde C-Z
250 JR. DIV. 2
D. Smith Hus
s. stricklin C-Z
G. Johnson Hus
C. Miller Hus
A. Caprio Yam
250 JR. DIV. 3
C. Iverson Hus
G. Gerlich Hus
B.Fravenberger Bul
R. Norris Mon
G. Erl Bul
500 SR.
G. Bailey Gre
J. Wilson Gre
T. Hart Mon
W. Axthelm C-Z
J. Maynard C-Z
500 JR.
M. Haney Tri
M. Harrison Mai
S. Jones Hus
P. Harber Hus
J. Goldberg Mai

OREGON SIDEWINDERS
Clackamas, Ore.
June 7, 1969
By. N.A. Williams

100cc MOTOCROSS
Billy Lewis Hod
Ricky Graves Bri
Dennis Fromm Kaw
200cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Mike Thompson Bul
Gary Holmes Kaw
B MAIN
Mark Baker Bul
Dwane LaPore Kaw
250cc TROPHY DASH
Chuck Joyner Kaw
A MAIN
Chuck Joyner Kaw
Mike Ellis Yam
Jay Gordon Bul
B MAIN
Jim Ross Kaw
R. Burgett Yam
500cc TROPHY DASH
Jay Lacey Tri
A MAIN
Gary Kapus Kaw
Jay Lacey Tri
Mike English Mai
B MAIN
Ralph Hill Tri
Tim Lockwood Bul
OPEN CLASS T.D.
Thad Lawrence Kaw
A MAIN
T. Lawrence Kaw
Chuck Joyner Tri
Bob Lindauer BSA

ROUGH SCRAMBLES
Perris Valley M.C.
Perris, Calif. June 15, 1969
By Maureen Lee

50cc COMBINED
Jay Lewis Yam
Tom Farrell Hon
Slade Long Hon
J. Kavanaugh Suz
Hondo Long Yam
100cc NOVICE MOTO
W. Whisenhunt Yam
Bruce Ogilvie Hon
Terry Ash Hod
Peter Hass Suz
Mary Harnisch Hod
100cc EXPERT MOTO
Linus Beall Bri
R. Sweaney Kaw
H. Mendanhall Hod
Don Alfred Bul
Steve Nichls Yam
125cc NOV. MOTO
R. Sanders Bul
Craig Cove Oss
Jim Parker Sac
D. Boydstem Yam
L.G. Beall Yam
125cc EX. MOTO
John Rice Sac
S. Ellsworth Bul
Troy MxKee Pen
H. Mendenhall Yam
Rick Parker Sac
250cc NOV. MOTO
Bob Greenstreet Bul
RogerFlaming Yam
Bob Hill ---
Chet Burt Bul
Don Cook Bul
250cc AM. MOTO
T. Hochgesang Bul
Karl Wilson Bul
Glen Brunson Bul
Frank Ching Gre
Claude Longe Yam
250cc EX. MOTO
Dannie Hockie Oss
Dan Carleton Oss
Willie Hockie Oss
Larry Taylor Bul
Steve Nichols Yam
350-OPEN NOV. MOTO
R. Flaming Mai
A. Amarillas Tri
B. Baker BSA
S. Lowell Mon
F. Close Tri
350-OPEN AM. MOTO
Chuck Wheat Mai
J. Aucott R-M
J. Harnisch Gre
J. Wahl Bul
J. Kavanaugh Tri
G. Brunson Bul
350-OPEN EX. MOTO
John Rice Hon
C. H. Wheat Mai
Terry Dorsch Tri
T. Morairty Tri
Dwight Harlow Nor
Ike Mizen Tri

ASBURY PARK SPEEDWAY
Albany, Ore., June 6, 1969
By N.A. Williams
100ccTROPHY DASH
Ron Denny Pen
A MAIN
Ronald Denny Pen
J. Schoonover Hon
Tony Nova Bul
B MAIN
Mike Crocker Kaw
Pat Barnes Suz
200cc MOTOCROSS
Forest Hiner Bul
Mike Bailey Yam
Ron Watkins Bul
250cc TROPHY DASH
Mike Watkins Bul
A MAIN
Mike Watkins Bul
Leroy Schmidt Bul
Bill Cook CZ
B MAIN
Erick Walen Kaw
Jim Bash H-D
250cc C MAIN
Robert Leach Hus
OPEN MOTOCROSS
Gary Tryon Hon
Leroy Haven BSA
Tim Lockwood Bul
POWDER PUFF
Diane Cox Suz
Ellen Denny M-B
Kim Crocker Kaw

CHALLENGER
ROAD RACE
Willow Springs, Cal.
June 1, 1969
(OFFICIAL)

G.P. CLASSES
50cc CL. II
Jim Evans Suz
Rudy Reynosa Vam
Don Wicks Vam
100cc
Alan Spears Kaw
Jim McWorthy Suz
Fred Wetteraw Bri
125cc
W. Blakeslee Yam
John Manning Duc
175cc
Dave Allee Hon
Doug Clifford Bri
Ray De Long Kaw
LIGHTWEIGHT PROD.
Chris Anderson Mon
Ed Kelly Tar
Phil Thompson Suz
100cc
J. McWorthy Suz
125cc
Alan Spears Kaw
Diana Damron Suz
175cc
Ray De Long Kaw
200cc
Dave Damron Suz
Jim Crawford Suz
Jim Damron Suz
Elliott Andrews Yam
Archie Breeden Suz
200cc
Dave Damron Oce
Al Willard Suz
Dick Pearce Gre
250cc
Dave Damron Oce
Geoff Mazon Suz
Tim Macy Yam
350cc
Dave Damron Oce Suz
Mike Velasco Bri
Dave Allee Hon
500cc
Dave Damron Kaw
Tony Murphy Nor
Ken Russell Kaw
OPEN
Roland Pagan Tri
Bob Barker BSA
Bruce Martin Nor
HEAVYWT. PROD.
250cc
Geoff Mazon Suz
Bob Speier Suz
C. Van Breeman Duc
350cc
Dave Allee Hon
Mike Velasco Bri
Butch Shephard Hon
500cc
Dave Damron Kaw
Ken Russell Kaw
OPEN
Roland Pagan Tri
Tony Murphy BSA
Bruce Martin Nor

* * * * * * * * * * * * * *

OASIS TT
Fallon, Nevada
June 7, 1969
By Bob Candle

100cc
C. Richardson Hod
Bill Busey Bul
Chas. McGimsey Suz
125cc
Joe Barham Yam
Ron Skinner Yam
Juan Guzman Yam
200cc
Bill Krejei Bul
Don Rudd Hon
Martin Tolotti Hon
250cc NOV.
Ken Lighthouse Yam
Joe Barham Yam
Dick Battiest Yam
250cc AM/EX.
Jim Flickinger Bul
Windy Foreman Yam
Barclay Trehal Suz
375cc
Jack Pine Hon
Elvon Hoskind Mon
Dick Hammesfahr Mai
OPEN NOV.
Fred Rogers Tri
Dave Brant BSA
Pierre Barres Tri
OPEN A&E MOTOCROSS
Charlie Stewart Tri
Steve Young C-Z
Doug Busey BSA

SCRAMBLES
Marysville, Calif.
June 14, 1969
By Dale McKinnon
100cc CLASS
Jack Eddings Hod
John Vance Hod
Frank Lucero Hod
Vic Krill Yam
John Sasiman Yam
Clifford Jones Bul
200cc CLASS
Randall Dunn Bul
Don Gentili Hon
Rick Graves Bul
250cc AMATEUR
John Fite Bul
Ronnie Ronella Bul
Doug Siemore Bul
250cc EXPERT
Stan Anderson Bul
Gary Lozano Bul
Ken Roberts Suz
HACKS
Lucky Kirby
L. Foreman Hon
Jim ADams
unknown Hon
Ted Kinyon
R. Zitlau Mat
500cc CLASS
P. Karpinski Tri
P. Donaldson BSA
Bill Onga Hus
650cc AMATEUR
Charlie Stewart Tri
Bill Campbell Tri
W. Battaglia Tri
650cc EXPERT
Cliff Askland Bul
Lee Barnes Tri
J. Montecilli Tri
250cc NOVICE
J. Langseth Yam
C. Fairchild Kaw
Tom Kennedy Kaw

— — — — —

GRAHAM SPEEDWAY
TT
Tacoma, Wash.
June 6, 1969

EXPERT MAIN
Emil Ahola Tri
Dan Holton Tri
Sandy Saunders Tri
Dave Clift Kaw
Gregg Morris Tri
Dick Waller Tri
AMATEUR MAIN
Thad Lawrence Kaw
John Bromley H-D
Butch Beck H-D
Squire Tomasie Tri
Bill Noble Tri
Jim Grace BSA
Bryan Shannon BSA
NOVICE MAIN
Chuck Joyner Kaw
Greg Johnson Bul
Richard Rogers Hon
Rik Holly Suz
Don Noble Hod
Gary Brown Hus
Dan Brecht C-Z
Kaz Nishimura Bul
EXPERT DASH
Dan Holton
Emil Ahola
Jim Patereau
AMATEUR DASH
Thad Lawrence
Charlie Thielke
John Bromley
NOVICE DASH
Chuck Joyner
Kurt Von Hansen
Dan Brecht

ORANGE CO.
TT Results, June 11,
By Jim Vardeman

125cc TT MAIN
Loren Chapple Yam
B. Purcupile Yam
Mike Payse Bul
125cc TROPHY DASH
Mike Payse Bul
250cc TROPHY DASH
Randy Ellis Bul
250cc MAIN
Tom White Yam
Jim Raymond Mon
Mike Toussau Kaw
OPEN TROPHY DASH
Perry Armstron Tri
OPEN MAIN
Al Smith BSA
Perry Armstrong Tri
Don Williams Mon

All results unofficial unless otherwise noted.

RESULTS

SLO-POKES SCRAMBLES
Santa Maria, Cal.
June 8, 1969

POWDER PUFF	
Carol Davis	Sac
Leslie Garten	Hon
Ginny Bird	Pen
Dianna Marshall	Yam
Kathy Montgomery	Kaw
100 NOVICE	
Mike David	Suz
Don Pierce	Hod
Larry Greer	Hod
Tim Aguilar	Hon
Ken Goodenough	Hod
250 NOVICE	
Mike Beanway	Kaw
Jerry Sanders	Kaw
Robert Moores	Kaw
David Karschner	Hon
Leldon Slate	Yam
OPEN	
Rick Elisarraras	BSA
Jon Shaffer	BSA
John Bass	BSA
Warren Sanders	Mai
Mike Hartwell	BSA
ROOKIE	
R.Robertson	Sac
Robert Pierce	Hon
RexRobertson	Sac
125 AM?EX.	
Albert Nystrom	Yam
Buck Horton	Yam
C.Strohmenger	Kaw
Don Kepley	Yam
Ray Marshall	Yam
250 AM/EX.	
R. Elisarraras	BSA
Al Davis	Suz
Steve Bray	Bul
C. Strohmenger	Mon
Larry McPhail	Yam

OREGON SIDEWINDERS
Clackamas, Ore.
June 7, 1969
By Jay Lacey

100cc MAIN	
Bill Lewis	Hod
Ricky Graves	Bri
Dennis Fromm	Kaw
Allan Mundt	Bri
200cc B MAIN	
Mark Baker	Bul
Duane LaPure	Kaw
Mike Hannula	Yam
Joe Riley	Yam
A MAIN	
Gary Kapus	Kaw
Mike Thompson	Bul
Gary Holmes	Kaw
S.Christiansen	Kaw
TROPHY DASH	
Gary Kapus	Kaw
250cc B MAIN	
Jim Ross	Kaw
Richard Burgett	Yam
George McCutcheon	Mon
Ron Paul	Yam
A MAIN	
Chuck Joyner	Kaw
Mike Ellis	Yam
Jay Gordon	Bul
Erick Walen	Kaw
TROPHY DASH	
Chuck Joyner	Kaw
500cc B MAIN	
Ralph Hill	Tri
Tim Lockwood	Bul
Joe Furman	Bul
500cc A MAIN	
Gary Kapus	Kaw
Jay Lacey	Tri
Mike English	Mai
Howard Bushman	BSA
TROPHY DASH	
Jay Lacey	Tri
OPEN A MAIN	
Thad Lawrence	Kaw
Chuck Joyner	Tri
Bob Lindauer	BSA
Dennis Miller	Tri
TROPHY DASH	
Thad Lawrence	Kaw

ORANGE CO. SPEEDWAY
Costa Mesa, Calif.
June 13, 1969
By Mike Capalite

SCRATCH FINAL	
Rick Woods	Jaw
HANDICAP FINAL	
Kenny Brown	Jap
Terry Graham	Jap
Sonny Nutter	Jaw
Ron Miller	Jaw
Bill Cody	Jaw
Mike Conle	Jaw
MATCH RACE FOR THE MAJORS TROPHY (two out of three)	
Rick Woods	Jaw
Ces Platte	Jaw

CARLSBAD/CYCLE NEWS MOTORCYCLE CIRCUS
Carlsbad, California
June 14 & 15, 1969

GRASS TRACK TT (lightweights M.C.)	
100cc CLASS	
Grant Lovelady	Yam
Gary Little	Hod
Chris Morland	Hod
Gary Scott	Cim
Steve Sweet	Yam
Tom Walton	M-B
125cc CLASS	
Larry Bird	Yam
Rich Sanders	Bul
Bud Willis	Bul
Mike Rendich	Bul
Gary Bailey	Pen
Tom Culp	Bul
250cc CLASS	
Jim Wilson	Gre
Jeff Willis	AME
Jim Raymond	Mon
Jim O'Neal	CZ
Gary Scott	Yam
Rich Miller	Yam
Jim Salum	Bul
OPEN CLASS	
Jim Wilson	Gre
Claes Nilsen	Hus
Jim O'Neal	CZ
Jim Raymond	Mon
Jeff Willis	AME
HILL CLIMB WINNERS	
MINIBIKES	
J. Sock	Hon
100cc CLASS	
Gary Little	Hod
125cc CLASS	
L. Bird	Yam
250cc CLASS	
J. Willis	AME
500cc CLASS	
C. Nilson	Hus
AFM 200MILE PROD. ROAD RACE	
32 started-28 finished	
100cc CLASS	
Don Vesco	
Pat Evans	Yam
125cc CLASS	
Rudy Galindo	
Dick Pierce	Yam
175cc CLASS	
Maurice Valdez	
Ming	Hon
200cc CLASS	
Dave Damron	
Geoff Mazon	Suz
AFM 300 MILE PROD. ROAD RACE	
35 started - 16 finished	
3 hours, 46 min. 37 sec.	
average 79 mph	
250cc CLASS	
Chuck Claydon	
Dennis Luzardi	Suz
350cc CLASS	
Dave Damron	
G. Mazon	Suz
500CC CLASS	
Mike Lane	
Jim Ryan	Suz
OPEN CLASS	
Steve McLaughlin	
Bob Bender	Tri

YAMHILL VALLEY RACEWAY, Dundee, Ore. 6-8-69
By N.A. Williams

POWDER PUFF	
Ellen Denny	M-B
Alberta McCutchan	Yam
100cc MOTORROSS	
Bill Oliver	Hon
J. Hershback	Suz
200cc MOTOCROSS	
Ron Denny	Yam
Joe Riely	Yam
Chuck Holsey	Bul
250cc TROPHY DASH	
Tom Woods	Bul
A MAIN	
Ron Powell	CZ
Tom Woods	Bul
Dick Burgett	Yam
B MAIN	
R. Sornaide	Yam
500cc TROPHY DASH	
Van Shippy	Mai
A MAIN	
Van Shippy	Mai
Larry Ness	Tri
Joe Furman	Bul
B MAIN	
Ron Bonner	Hon
J. Anderson	Mai
OPEN CLASS	
Ed Richardson	Tri
Tom Leslie	Tri
J. Hershback	BSA

PERRIS NIGHT SCR.
Perris, Cal.
June 7, 1969

100 NOV. A	
Walt Foster	Suz
Chuck Thompson	Suz
George Luther	Yam
Jack Harter	Suz
Mark Revels	Hod
100 NOV. B	
Toby Stanford	Yam
Steve Hyder	Hod
Tom Stanford	Hod
Ron Bell	Hod
Mike Rohn	Hon
100 NOV. C	
Bill Dobbs	Suz
Bob Kline	Suz
Bob Sanders	Kaw
Peter Hass	Suz
Keith Miller	Hod
100 AM/EX.	
Richard Sweaney	Kaw
Jim Gilchrist	Yam
Chuck Claydon	Kaw
Ron Powell	Kaw
175cc	
Roger Osburn	Kaw
Jim McKay	Sac
Dan Kegler	Bul
John Cornett	Oss
250 NOV. A	
Mike Scully	Yam
Leroy Chubb	Yam
Stu Cox	Bul
R. Bourbonnais	Kaw (tie)
Paul Lass	Suz
250 NOV. B	
Dennis Creason	Bul
Boyd Mason	Yam
Stan Sweaney	Mon
Mike Meyers	Yam
Robert Shurley	Duc
NOV. MOTO	
Jim Meyers	Tri
Bruce Prior	H-D
Bruce Yoakum	Hon
Jim Clubb	Mai(tie)
Paul Coffman	Bul(tie)
AM. MOTO	
Doug Mason	Yam
Bob Greenstreet	Bul
Perry Armstrong	Tri
Bob Rudd	Hon
EX. MOTO	
Vince Graves	Suz
Dan Carlton	Oss
Mr. Yamaha	Nic
Donald Haugh	BSA

MESA M.C. TT SCRAMBLES
South Bay Speedway
San Diego, Calif. June 15
By Bill Harner

POWDER PUFF	
D. Reon	Hod
S. Newsom	Hod
S. Faucher	Hod
100cc NOV. MAIN	
B. Montgomery	Hod
Phil Collie	Hod
John Montez	Kaw
100cc EXPERT	
Carl Byers	Hod
K. Stafford	Hod
Sal Peluso	Yam
125cc NOVICE	
Jake Flegle	Yam
Jeff Hosaka	Yam
S. Tiefenbach	Yam
200cc EXPERT	
J. McGuire	Sac
John Swinko	Bul
Bob Darnell	Kaw
250cc NOV. MAIN	
D. Humphrey	Yam
D. Butterfield	Yam
Neil Pound	Bul
250cc EXPERT	
Ward Ring	Yam
Carl Byers	Yam
Larry Collie	Kaw
OPEN NOVICE	
B. Larson	Tri
M. Chamberlain	Tri
Steve Sharp	Mat
OPEN EXPERT	
Myron Carter	Tri
Don Matthews	Nor
Rich Bibley	Nor
SWEEPSTAKES	
Ward Ring	
Carl Byers	
Myron Carter	

ALL RESULTS ARE UNOFFICIAL UNLESS OTHERWISE INDICATED.

NORRA BAJA 500
June 11 & 12, 1969

OVERALL FINISHERS	
Bud Ekins?Tony Murphy	Baja Boot
D. Miller/V. Wilson	Exp. Buggy
McClelland/DeVercelly	VW-King
Johnson/Schwab	Exp. Buggy
Beyer/Beyer	Blazer
Ulfeldt/Elliot	Jeepster
Toylor/Gasoline	Jeep
D. Douglas/J. McClerk	Ducati
Andrade/Richards	Burro
S. Holladay/W. Martino	Husq.
MOTORCYCLES/CLASS VI	
D. Douglas/J. McClerk	Duc.
S. Holladay/W. Martino	Hus.
J. Coots?J. Byers	Met
Al Baker/ R. Thorwaldsen	Yam
G. Preston/L. Bergquist	Bul

LIONS DRAG STRIP
Wilmington, Calif.
June 15, 1969
By Dan Zeman

TOP BIKE			
Bill Chambers	10.45	132.50	H-D
RUNNER UP			
Jeff Gough	----	------	Tri
TOP GAS			
Inglewood H-D	11.20	119.20	H-D
TOP MODIFIED			
Jack Murphy	12.15	110.83	Kaw
TOP STREET			
Stephen Keene	13.83	92.21	Kaw
STREET CLASSES			
A/John Moreno	15.23	81.52	H-D
B/Hawes	13.96	92.59	H-D
C/George Jonovich	13.37	99.50	Nor
D/S. Keene	13.83	92.21	Kaw
E/Roy Turner	16.19	76.01	Hon
F/Ronald Smith	18.16	71.65	Hon
G/Tony Moreno	16.06	77.92	Bul
H/R. George	18.98	65.26	Yam
MODIFIED CLASSES			
B/Al Sherwin	12.12	108.00	H-D
C/D. Strickland	12.62	108.15	BSA
D/Jack Murphy	12.15	110.83	Kaw
E/Bussard	14.60	96.35	Bri
F/Brian Janes	12.90	100.01	Suz
G/Jack Linn	12.67	107.07	Suz
GAS CLASSES			
A/Inglewood H-D	11.20	119.20	H-D
C/Moulders & Durkee	11.79	114.39	Nor
E/Charlie Cash	12.58	101.35	Suz

100 MILE NATIONAL
Laconia, Pa.
June 14 & 15, 1969
1 hr., 32 min. 9 sec.

Fred Nix	H-D
Cal Rayborn	H-D
Mark Brelsford	H-D
Y. Duhamel	Yam
Ron Grant	Suz
Gary Nixon	Tri
Gene Romero	Tri
Bart Markel	H-D
Bob Sholly	Tri
Dusty Coppage	Tri
AMATEUR RACE RAINED OUT	
TOP TIME TRIALS:	
Frank Camillieri	Yam
75-MILE COMB. AM-EX.	
Yvon Duhamel	Yam
Jody Nicholus	Yam
Mike Duff	Yam
Ralph White	Yam
Cal Rayborn	Kaw
Dick Mann	Yam
Ron Grant	Suz
Art Bauman	Kaw
Ron Pierce	Yam
Gary Nixon	Yam
1 hr, 2 min. 10 sec.	
Average 72.579 mph	
60 MILE NOVICE	
Harry Cone	Yam
Don Emde	Yam
Geo. Taylor	Yam
53 min., 54 sec. 67.66 mph	
TOTAL PURSE: $12,820.00	

FLAT TRACK
Sacramento, Cal.
June 7, 1969
By L. Lawton

100cc NOVICE	250cc NOVICE	
Jim Vaughn	Mike Richards	Suz
Leo Perry	Mario La Curto	Bul
Ralph Simpson	Sam White	Hon
125cc NOVICE	250cc AMATEUR	
Richard Smith	Paul Minor Jr.	Bul
Bill Bird	Cal Simpson Jr.	Bul
125cc AMATEUR	Jim Thompson	Kaw
Del Silva	250cc EXPERT	
Carl Yerby Jr.	Ralph Waldman	Tri
200cc NOVICE	Ray Huff	Yam
Bob Wyman	Allen Lauer	Bul
Lee Rice	Dennis Huff	Yam
200 AMATEUR	NEWCOMERS MAINS	
John Green	100cc: R.Simpson	Bri
Fred McFarland	200cc: J.Sunderland	Oss
	250cc: M.Richards	Suz
	NON-RACER MINI	
	John Minor	Hon
	POWDER PUFF	
	Ginger Burrola	Bri

33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33
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Bob Bailey's Service Center
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Gardena, Cal. 90247 (213) 327-8538
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ISLE OF MAN TT
Great Britian
June 9-13, 1969

250cc GRAND PRIX 98.4 mph	
Kel Carrauthers (Australia)	Benelli
Frank Perris (So. Africa)	Suzuki
Santiage Herraro (Spain)	Ossa
500cc SIDECAR	
Klays Enders	BMW
Siegfried Schauzu	BMW
Helmut Fath	URS
(U.S. team of Candy & Fletcher finished 19th, just short of a Bronze Replica award).	
750cc SIDECARS	
Siegfried Schauzu	BMW
350cc GRAND PRIX - 101.81 mph	
Giacoma Agostini (Italy)	MV3
Bryan Steenson (Ireland)	H-D
Jack Findlay (Australia)	H-D
PRODUCTION RACE - ((99.9 mph	
1st Malcolm Uphill (Wales) Tri	T-120
Paul Smart (England) No	Nor
1st 500 Bill Tenny (England)	Hon
125 GRAND PRIX -91.08 mph	
Dve Simmons (England)	Kaw
Kel Carrouthers	Rapido
Gary Dickinson (England)	Hon
500cc GRAND PRIX - 104.75 mph	
G. Agostini (Italy)	MV3
Alan Barnett (England)	Mat
Tom Dickie (England)	Seeley
WORLD GRAND PRIX STANDINGS (After Isle of Man)	
125 CLASS	
Dave Simmons	42
C. Van Donger	15
J. Aurereal	15
250 CLASS	
Santiago Herraro	40
Kent Anderson	37
Frank Perris	35
250 CLASS	
G. Agostini	45
Jack Findlay	24
500 CLASS	
G. Agostini	60
G. Marsoxzky	18
G. Nash	14
SIDECAR CLASS	
Klaus Enders	30
F. Linnarz	26
Helmut Fath	25

DEADMANS MOTOCROSS
Apple Valley, Calif.
June 15, 1969

125 DIV I	
Gary Bevans	Pen
J. Ferris	Yam
Bill Smith	Yam
125 DIV II	
Don Watkins JR.	Sac
G. Yarborough	Hod
Steve Bebeck	Hod
125 DIV III	
Harley Pace	Pen
F. W. Cox	Sac
Dave Coulter	Yam
250 JR.	
Jerry Willmon	Yam
Bill Harris	Hus
G. Spellman	Oss
OPEN JR.	
Bill Harris	Hus
Chuck Tidwell	Mai
OPEN SR.	
R. L. Nichols	Mai
Mike Holliday	Mai
Tom Horton	Hus

7TH ANNUAL CHICKEN ENDURO
May 11, 1969
Oakhurst, Calif.
114 Miles
By Ted Mosher

TROPHY WINNERS

Position	Overall		
1. Dale Eckhardt		1st B	977
2. Wayne Sumner		2nd A	974
3. Dennis Hollenbeck		2nd B	973
4. Robert Emler		4th A	959
5. Dick Harvey		3rd B	955
6. Richard Robichaud		4th B	954
7. Lenard Erickson		5th B	954
8. Conrad De Alba		8th A	954
9. Billy Fain	1st under 125cc		950
10. George Green		10th A	943
125cc and Under A&B			
1. Billy Fain		950	
2. Dick Rogers		937	
3. Buster Danyeur		936	
4. Jim Tanner		931	
5. Dennis Law		916	
6. Troy Durham		907	

100'S M.C. HARE SCRAMBLES
Calif. City, Calif. June 15, 1969
By Dick Wright

Mike Patrick	250 ex.	Yam
Harry Griffin	250 ex.	Bul
Gary Cole	250 ex.	Mai
B. Lewellyn	500 ex.	Hus.
Larry Mulock	250 ex.	Yam
Bruce Dunford	250 ex.	Hus
Al Baker	125 ex.	Yam
Gary Preston	250 ex.	Bul
Wally Casperson	op. am.	Tri
Mike Burke	ex. am	Tri
100cc CLASS		
Jack Morgan	Ex.	Hod
Terry Clark	Ex.	Hod
Dave Ekins	Ex.	H-D
Wes Anderson	Ex.	H-D
Allen Lund	Nov.	Sac
J. Lee	Ex.	Hod
Steve Fortner	Am.	Hod
J. Warner	Am.	Hod
Jeff Wright	Ex.	SSHod
R. Peters	Am.	Hod

Smith Scoops Troops At Ascot

Crawford Chevrolet's Norton Wins Again

By Carol Sims

GARDENA, CAL., June 13 – When first year Expert Dave Smith showed up at Ascot Friday night, he didn't even have a ride. "But I'll have one by racetime," he confidently told a friend. And his confidence paid off to the tune of a wire-to-wire victory in the Main Event, an astonishing performance considering it was Smith's second time on the half-mile as an Expert!

The machine he operated so flawlessly was the 750cc Norton, tuned by Harold Allison and sponsored by Crawford Chevrolet in Ventura, that Jim Odom rode to victory last week. When Odom didn't show up, Allison offered the ride to Smith, and two happier people would have been hard to find after the 15-lapper.

Two other first-year Experts also gave the veterans a hard way to go. Runnerup in the Main was 40-inch Triumph-mounted Alex Chrzanowski, also chalking up his best-ever showing, while fast qualifier Geezer Emich (500cc BSA) turned back Sammy Tanner (Royal Enfield), Tom Rockwood (650cc Triumph) and Amateur point leader Terry Donaher (Velocette) to take his first Trophy Dash win. Geezer became the 7th rider in 11 weeks to grab the glory race; Smith was the 7th Main Event winner.

The Expert point lead fight between Shorty Seabourne and Sammy Tanner found Sam ahead after the Dash, but Shorty's 3rd place finish in the final gave him the advantage 770-709. Sam ran 8th for the entire distance.

Lots of passing and close maneuvering took place behind Smith. He and Chrzanowski had earlier won their heat races, and Alex had to fight off the threats of Ron Kruseman (Triumph), Emick, Seabourne and Lloyd Houchins (BSA) while figuring out a way to get by Harley-mounted Mel Lacher. On the 7th lap Alex relegated last year's high point rider to 3rd place, but by this time Smith had stretched out nearly a half-a-straightaway lead over the field.

Seabourne came through from 7th, passing on the pole, and pushed his way to the show spot ahead of Houchins, Kruseman, Lacher, Emick, Tanner and Carl Patrick (Triumph). Semi winner Paul Conserriere (H-D) dropped out with 6 laps to go. Emick was handicapped by a loose throttle grip, and certainly did well considering the circumstances.

But it was Smith's night. On a rough track that caused many an experienced rider to bobble, Dave didn't bobble once. He handled the Norton powerhouse like an old friend, and rode like a seasoned veteran.

Dave Smith took his first ride in Expert Main seriously. He rode last week's winning Norton to a first place.

Freddy Edwards, on the inside pole, widened his point lead over fellow Novice Don Emde by winning his fourth Ascot Main event. (Photos by Eric Raits.)

Another Amateur Upset

After yellow-plate point leader Terry Donaher had won his heat and tied for second-fast overall qualifying time, he was the obvious favorite to grat another 10-lap Amateur final – especially with top threat Keith Mashburn back east for the Laconia road race. But instead of taking his 6th Main of the year, Donaher fell off on lap 5 while running 3rd to Don Dudek and Frank Gillespie, both on Triumphs.

Dudek hung in there for his first big Amateur victory, with Gillespie and Stan Hill (BSA) making it an exciting 3-way go. Honda-mounted Nick Theroux did a fine job to finish 4th, in front of Rory Randall (Triumph) and Rudy Galindo (Yamaha).

Edwards Again Top Novice

Novice point leader Freddie Edwards (Yamaha) had no problems. He led the green-plate 8-lap final from flag-to-flag, notching his 4th Main Event triumph, and widening the point gap over Don Emde (also in the East for the New Hampshire National) by a 895-750 margin.

Second all the way was Suzuki-riding John Hateley, while Rick Talbot (H-D), Ted Longwith (Kawasaki) and Rik Holly (Honda) fought hard for their respective follow-up positions.

(Results on page 20)

Nutter Tops At Whiteman Woods Beats Aussie

Bruce Haserot is the only man who didn't see the sight of the night as Lonnie Arnold highsides.

By Mike Capalite

PACOIMA, CAL., June 14, 1969 – It definitely was not the night for hot shoes as the speedway riders made the trek to the Whiteman oval in Pacoima. In the first heat, crowd favorite Sammy Tanner went down putting him out for the evening. His fate was emulated by Rick Woods, John Carter and Don Hawley. Not taking a move-up position in their respective heats and also out for the evening were Lee Stumpenhaus, Greg Haserot, John Hateley and Australian Champion Ces Platte who is having a little trouble adapting himself to the shorter tracks over here. Ces plans to do some serious practicing this week so we should see some real battles on the 21st.

Steve Bast did himself proud in the first heat race as he got a poor start off the line and had to storm through the pack to take the win. The second semi was all Sonny Nutter as he leaped into the lead at the onset and fought off Paul Conserrerie. The third semi was somewhat of an upset as Bill Cody was feeling his oats and took the lead and held it despite all of Bruce Haserots' attempts to take it away from him. Bill moved into his first speedway main event. The last semi went to Jack O'Brien who had previously announced his retirement, but the urge was too much and he was out again and looking good.

The trophy dash turned into a lonesome race between Sonny Nutter and Steve Bast as they left Bill Todd and Bruce Haserot behind them, then Bruce went down and Steve pulled ahead of Sonny to take the win.

A two-out-of-three match race series was set up between U.S. Champion Rick Woods and Australian Champion Ces Platte with Ces taking the win on the first one as they kept the inside line through the corners. Rick tried to move in on him, but Platte wouldn't move. In the second match race, Rick didn't try to move under Ces, he just turned it on and took the long way around on the outside and by following this procedure on both the second and third match races, he was able to pull ahead of Platte to take the wins in both of them and thus take the overall win against Ces as he had done the night before at the Orange County Fairgrounds.

In the C main, Mike Konle and Terry Graham had at it for the win with Graham just taking it away from Konle with Jim Ashworth third and Gary Bray finishing in the fourth slot.

The B main saw a fight between Norm Elledge and Paul Conserriere as they pulled ahead of Bill Todd and Bruce Haserot when suddenly they both slid into the corner together and went down together. Neither of them was hurt and Todd took the win and Bruce second. Paul was able to restart his engine and cross the line to earn third spot money.

The A main was expected to be a battle between Steve Bast and Sonny Nutter, but as the gate went up, it was Jack O'Brien and Bill Cody going at it for the lead. Steve Bast charged into the pack trying to take over the lead when he lost his adhesion and went down. Cody was able to hold off Sonnys' bid for the win til the third lap when Nutter turned it on.

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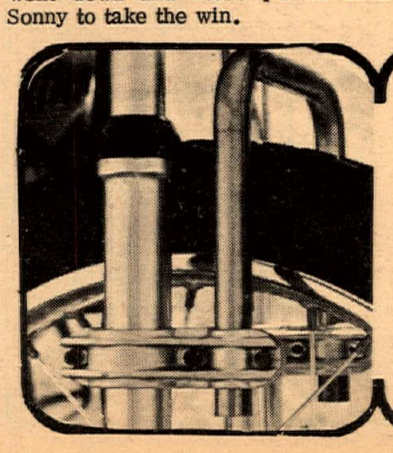

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"I'll Let My Toenails Grow Long And Ride Barefoot Next Year!"

By Ed Hertfelder

These riders were supposed to keep up a 24 mph average.

KUNKLE, PA., June 8, 1969 – All the real estate in Dallas Township is tilted and Jack Winter's layout crew came up with many miles of ups and downs. Often the deciding factor in climbing a steep clay slope was the amount of tread left on the rider's boots! One of the South Jersey enduro riders claims he'll let his toe nails grow long next year and ride barefoot. It might help. The 24 mph average was easy to maintain downhill. The hard part was keeping a motorcycle in sight and above ground level. The mud in this run was underlaid with a mat of tough roots and some of the riders came through with a front wheel a little higher and an astonished look on their face.

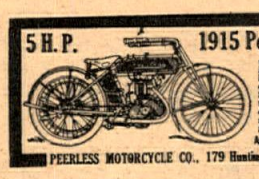
Although this was the first national for the Back-Mountain Club, you would have thought they'd had it for years. Camping, spectator directions, and general organization were superb.

(Results on page 20)

The Back-Mountain Club's first National went off without a hitch. They acted as if they'd been running these events for years.

This looks like a technical inspection or rest for a tired rider.

This mud only looks bottomless. It is underlaid with a tough network of roots that kept riders from sinking to bedrock.



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Short Stroke

By Bill Blakeslee

Inter-Am Rolls On

Big (14 stone) John Banks, BSA's foremost works rider and current number two man in the 500 class Motocross series, wants to come to the U.S. to ride the Inter-Am series this fall. There is a good chance one of 1970's championships races will be held here and Banks wants to get a preview of our tracks.

Having the BSA man here would mean there would be at least one 4-stroke machine in the hunt for first place. And if Chuck Minert rides again there would be a couple of thumpers among the swarm of ring-dings.

But, like Bryan Wade, Inter-Am isn't interested. They seem to feel twelve men (like last year) is too many, so this year there are to be only 10. Pity that. A full size 500 works machine with a TOP rider would seem to be a terrific addition to any race. Pity too, the English press now feel the reason he is excluded could be a conflict with monetary interest$.

They Come And Go

With the word of Ron and John's return from their European tour comes the news of another adventure. Three road racers are planning an appearance at the Race of the Year at Mallory Park just after the TT races.

Guiding light behind the effort isn't known, yet, however the trio will all have 500cc Suzukis to ride beside their own machinery. Besides the Mallory meeting, which is heavy on international riders because of its close proximity to the TT in time, they may race at the ultra fast Dutch classic and the Belgium too.

Cal Rayborn, Art Baumann and London born Ron Grant are the men going. Rayborn will of course have his trusty 750 Harley which should prove a handful on Mallory's short twisty circuit. One corner in particular ought to prove Rayborn has courage. Aptly named Devil's Elbow, it is an off-camber sweeping left turn which begins uphill after a low gear hairpin. At the crest, where a great deal of speed has been built up, it is at its worst because of the camber, railing on the outside and the fact that it then begins a gentle drop down to the start finish line. If you think any of this slows the regulars then you have never seen short circuit "scratching" English style.

Baumann schooled in AFM racing, should be a little better prepared for this. Art is also to have Kawasaki 250 and 350 scooters too.

Best prepared of the lot will obviously be Grant, unless living in California has made him forget his old haunts and our dry climate has rusted his technique for coping with the perpetual rain that could very well present itself at Mallory. Also Grant has plenty of time on Suzukis.

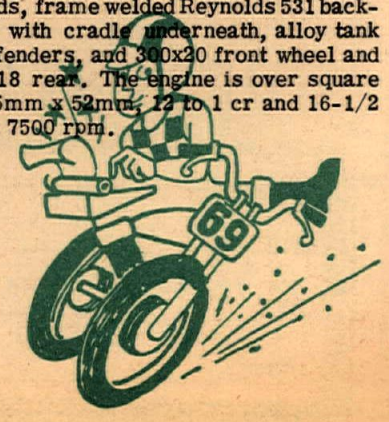
New 125 Coming Along

As reported last month, the little motocross machine that Joel Roberts is associated with, is coming along fine. The Dalesman is progressing so well that it won its first big event, The Welch Three Day Trial.

The Welch Trial is another of those traditionally tough events, like the ISDT and Scottish Six Day, best described as 415 stony, boggy, back breaking miles. The little Dalesman (trials trim) came through unscathed with a perfect score – no points lost and maximum points in the special tests. Expert Scott Ellis did the job.

Information about the little bomb continues to be scarce. A Mr. Peter Vallis is now in the country doing a little probing of dealers and would-be importers. Price in England (no bearing on the U.S. price) appears to be $564 for the moto-x and $476 on the trials version.

Basic specs are: Wheelbase 52-1/2", Ground clearance 10-1/4", weight 170 pounds, frame welded Reynolds 531 backbone with cradle underneath, alloy tank and fenders, and 300x20 front wheel and 400x18 rear. The engine is over square at 55mm x 52mm, 12 to 1 cr and 16-1/2 hp at 7500 rpm.



Melvin Byers and Tom Byers both ride for the Dirt Diggers North M. C.

Vic Krill won his heat, Main and 15 lap special race, beating bigger machines on his graduation gift 125 Yamaha. You can't do that with a gold watch!

Central Calif. Saturday Night Scrambles Graduation Gift Yamaha Wins Sweepstakes

By Dale McKinnon

MARYSVILLE, CAL. June 14– Jerry Lee Willis's win streak came to an end last night as he suffered a little bad luck. Jack Eddings took the win after being runner up in almost every race and John Vance hung in there for a third.

Rick Graves, Don Gentili and Randall Dunn had in a three way go from start to finish of the 200 Novice Main. It was anyone's race up to the end with Don taking it by a wheel.

One of the fastest and hardest fought races of the night was in the 250 Expert main event. Stan Anderson got off the line like gangbusters with Gary Lozano and Ken Roberts hot on his tail. Stan kept it, with Ken and Gary challenging him for the lead peg to peg and even getting a wheel out in front occasionally. They really had the crowd up on their feet.

The 250 Am. race got off to a wild start when one rider went down in the first turn and about three got off coming out of it. John Fite grabbed an early lead in the restart with Gorella and Ashley Jeffery in hot pursuit. Then Doug Siemore made his bid from back in the pack and some superior riding brought him up to third.

The race that takes the cake was the 15-lap special with the top riders of each class competing. Charles Fairchild (who won his heat, main and special race last week on a 250 Kaw.) took a quick lead just like he did last time, held it several laps then Vic Krill took over on a 125 Yam. which his parents gave him as a graduation present. Krill wears the colors of Slim's BSA-Yamaha of Marysville who also sponsors several other riders.

Seven Side hacks lined up and Tennessee Bickerstaff and Jean Bass got off the line first as usual but had a little trouble when Jim Adams took over the lead for several laps then up comes Lucky Kirby and Lonnie Foreman to take over and hold it to the end. The first two finishers had never been on a track before.

(Results on page 20)

SCRAMBLIN AROUND

By Maureen Lee

We've put the suggestions for improving scrambles in this column for quite a few weeks now and asked for suggestions and comments too. We finally got one. Big-bike rider C.H. Wheat disagrees with the idea of putting more turns in current tracks to slow them down, feeling that this would further discriminate against the big bikes and it's the big bikes we're trying to bring back. As C.H. pointed out, machinery has changed drastically. The newer big bikes are a lot different than the old ones. We accept that and thank him for taking time out to call up and speak up for his group.

HOPE FOR BIG GUYS

Some time ago we over-heard a conversation where a sponsor was telling a bystander about his rider who was then riding the small-bike division. "He'll make a great pro, if he just doesn't grow anymore." Sounded funny at the time but it's been food for thought for a while. At Ascot the smaller men did seem to have an advantage and pity the poor Novice who grew big trying to earn enough points to transfer up while restricted to a 250. But a change is underway, at least in the rough-tough world of motocross and scrambles, so if you're a teenager and look as if you're going to turn into a giant specimen of American manhood, don't despair.

John Banks, BSA's pride and joy is winning World Championship Motocrosses and he's BIG! The power-to-weight ratio doesn't affect John and there are other large riders coming up through the ranks. The newer 400cc-plus scramblers are so radical that it takes a big man to handle them. More than one factory rider has gone back to his lesser powered model. Some of our best riders here have been big or are big guys. Feets Minert, C.H. Wheat, Mike Posey to name a few riding currently, are not what you could call small, and we'll even throw Sam Crooks in for good measure! He can flat haul when the need arises! So keep your Wheaties flowing and don't give up when it becomes apparent you're not going to be another carbon copy of the correctly proportioned speedway racer. There's a new world coming!

Scramblin' Around Addition To Column Left Out Last Week

We have a little story this week that will make some benchracing for a while. Just hope the chap it involves doesn't get mad at us but what racer hasn't done something like this at one time or another?

Those of you who ride Corriganville or live up north have doubtless met Bryan Shannon, a very charming Canadian from Vancouver who is one whale of a competitor. On Saturday May 31 he pops into Long Beach Honda to renew acquaintances with John Rice and says, "Coming to Ascot tonight?" It fell to John to explain to poor Bryan that the Ascot TT was the next Saturday, TT's always coming up the first of the month regardless of National Holiday weekends etc. How would you like to drive from Vancouver to Ascot a week early? Like super-ugh! Anyway, Bryan and his friend climbed back in their truck and headed north and Bryan managed to get a third place at a Washington race on the way home. That was one time the full Luck of the Irish wasn't completely with him! But we know he won't be early or late for the next Corriganville, that's for sure.

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PROFILES

By Dorothy M. Curran
Art By B.E.R. Service

One of the oldest chartered motorcycle clubs in the United States celebrates its fifty-sixth birthday this year. In operation since 1913 when motorcycles were just new things, perhaps no more than ten or twelve years in their infancy, the question might be asked today: How well has the club survived? And where is it going?

"We're going just where we've always been going," says Bill Lohrke, hard-working secretary of the half-century-plus Eugene Motorcycle Club, "towards more good, clean, safe-driving, non-accident records." (They've already won several national awards.) The awards are offered yearly by the AMA (American Motorcycle Association) to which the club is affiliated for the "betterment of motor cycling." To belong to the charter club you must also be a national member.

Bill admits the picture of motorcycle clubs has been tarnished by a few hell-bent people, but adds, "Does one bad apple make the whole barrel rotten?" It is to this end – correcting the public image of speed and destruction, letting the concerned citizenry know what the club is really like – that Bill and others like him are dedicated. This – plus fighting the state legislature into repealing what they feel are some pretty unfair laws aimed at restricting the rights of motorcyclists.

As to the membership themselves: The club has a credo before accepting new people. People, says the secretary, of any status, any walk of life – merchants, truckdrivers, ditchdiggers, lawyers, age or differences do not matter, to them the only question asked is: "Let your intentions be known. And a 90-day probationary period is provided to prove those intentions are for the good of the club, for adhering to its high standards. There is nothing complicated about these standards, they have to do with human behavior; sincerity, an honest admission to the love and clean sport of cycling – observing the rules of caution and good conduct. They are welcome then to participate in the many activities the club offers – and they are legend. For instance: On this summer's agenda will be such things as an overnight campout at the Mt. Loop Tour, Castle Rock in July for the Castle Rock National Motorcycle Events; group participation in local events such as an opening at the fairgrounds or parade (last July they participated in the annual Emerald Empire Roundup), or just plain riding on a balmy weekend afternoon.

Does this Rule of Intention necessarily limit membership enrollment?

"No, I don't think so?" says Bill, a tall, rugged looking individual in his mid-forties who, during his eleven year membership, has served in every office capacity but treasurer. "Most enthusiasts who come here know it's a good way to have fun at little cost. It's a good way of getting together, and most are solid responsible citizens." There is something though, he admits, about a small club with, say, 16 to 30 members that has a closeness, a proximity you often miss in the larger.

Club headquarters is in the Harley-Davidson shop owned by two original charter members and dedicated people themselves – Orbre and Lyda Purcell. Orbre, called "Wob" by his friends, has been in the motorcycle business for forty-three years. He is also a benignly humorous fellow considered, in these past years since he's limited his club activities, as a kind of "Pappa" to the outfit. Everyone comes to Wob to ask about parts, to talk, tell their problems and triumphs; as in the case of 24-year old David Sheffel. A professional of the short dirt track, David, a machinist by trade, has made it on his own. Self-sponsored, he built up his equipment for the past two years to a point where, this

Jean & Bill Lohrke.

summer, he plans to travel in a van he bought, following competition all around the country. A good deal, encourages Wob, booming: "But keep yourself in good physical shape, huh? Like any athlete in top sports who thinks it's important – maybe it's even more so in cycling." Wob also hosts many of the club's cookouts and picnics, is an expert on broiling steaks. His wife Lyda helps. She is also treasurer of the club.

Jean Lohrke, Bill's wife, is more enthusiastic than most, since this is only her second year of riding (having already won her 25,000 mile pin, she is now working on her 50,000 one.) She is the exuberant member who loves to figure out costs and expenses. Just a natural PR agent for the club, she can tell you how little it costs to the cyclist out for fun and scenery; as in the Lohrke cycling trip last year: "If you use only basics," she relates happily (meaning camping out nights, just buying gas, oil, food), "as we did, you can get by 13 days for $25.00. Now in what other kind of travel – except a bicycle perhaps which'd take you months – can you beat that?"

Just one big happy family? Not quite. The club – like many others throughout the state – still has a gripe with the legislature. Here is what happened: Two years ago, in September 1967, a state law was passed ("right under our noses," is the general consensus of those involved) making it mandatory for riders to keep their lights on at all times. In January 1968 another law was passed – much the same way, according to the indignants – that said you have to wear helmets; violators were subject to a court hearing and a fifteen dollar fine. Oregon motorcyclists were outraged. And they have been working ever since to have these laws set aside on the grounds that this is in violation of their rights to freedom of choice. Also, these laws were put into effect arbitrarily, passed without "courtesy." That is to say, without notification to the cyclists of what was happening or why the laws were necessary in the first place. Many of the club members hint darkly at some kind of hanky-panky.

But Jean Lohrke was one of the first to take action. Noticing the reaction of motorists who, not knowing about the lights-on law, would call attention to the cyclist, time after time, with a: 'Hey, buddy, your lights are on!" or, on the other hand not even notice, Jean wrote a letter to the editor of a local newspaper, explaining this.

The response was overwhelming; other riders added their protests – bitter protests that told how "having to have our lights on at all times sure plays hell with the generators and batteries" – that the paper editorialized by way of answer, saying lights and helmets were for their, the riders, own protection. And in case of accidents where would these riders be? – on welfare or county relief? Immediately came a howl of injustice from the clubs. What, asked Bill Ohrke, about laws being passed making seat belts or life jackets mandatory? Or was the motorist and boat owner a better or different breed of people? (The emphasis on cyclists being in the welfare category stung.) Petitions were circulated, bringing the issue to the attention of the state legislature. In March, 1969 the senate voted to repeal the law, twenty-to-nine. It now is roosted in the House of Representatives who, cyclists say bitterly, are just "sitting on it" waiting for the session to end, without having to act upon it.

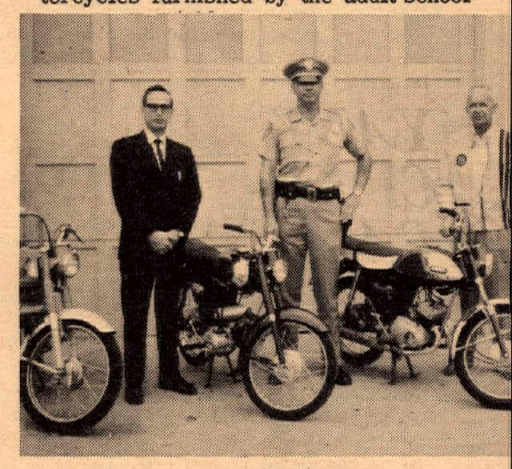
What does all this mean? To the motorcycle clubs throughout Oregon – and perhaps other states where such laws exist, it simply means: The light-helmet law foisted upon them, robs them of their rights to make their own decisions, as guaranteed in the Constitution. "Left to himself," Bill Lohrke says, "the average rider is a sensible fellow. He'd go to whatever lengths necessary to protect himself and others. He just doesn't want to be told what to do. And even more to the point is: Why are motorcycles the only vehicles with this kind of law? It could start the cry of discrimination!"

Survey

ADULT SCHOOL TO OFFER MOTORBIKE DRIVING CLASS

Norwalk - La Mirada (Calif.) Adult School is all set for a big turnout for the Motorcycle Driver Training class which will be conducted in connection with the adult school summer session which starts on Saturday, June 28, and will meet each Saturday for six weeks. The class will meet from 9 in the morning until 12 noon at the Adult Education Center, 15411 South Pioneer Blvd., in Norwalk.

Instruction in motor vehicle laws, equipment maintenance and riding motorcycles furnished by the adult school



Everything is ready for the beginning of the Motorcycle Driver Training class which starts June 28 at the Norwalk-La Mirada Adult School. Pictured with some of the equipment is Raymond Norton (1) school counselor; Lt. John W. Tyler of the CHP; and O.J. Hyde who donated much of the equipment used in the class. Lt. Tyler instructs.

over an established course, will be given by Lieutenant John W. Tyler, Executive Officer of the California Highway Patrol in the Santa Fe Springs area. Techniques of driving as well as development of proper attitudes and habits will be included according to Lt. Tyler.

"Students must have a valid California driver's license or a learner's permit," explained Lt. Tyler "and minors 15-1/2 years old as well as adults will be permitted to enroll," concluded Lt. Tyler.

The Norwalk-La Mirada Adult School has some of the finest equipment with which to launch the class. A total of ten motorcycles (some Yamahas and some Hondas) are available for students enrolling in the class. Helmets will also be furnished. The Yamaha cycles were furnished by O.J. Hyde, co-owner of Jenkins Sports Centers of Norwalk. Jenkins also supplied the helmets.

The Honda motorcycles were supplied by the American Honda Corporation.

Registration will take place in classroom number 12 when the class meets for the first time at the Adult Education Center at which time the class fee of $6 must be paid.

Additional information is available by telephoning 868-9858 from 8 a.m. until 10 p.m., Monday through Thursday and from 8 a.m. until 4:30 p.m. on Fridays.

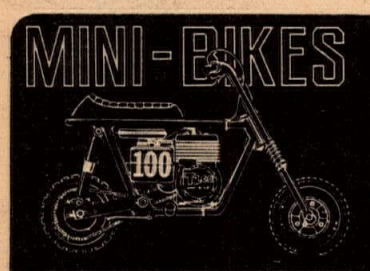
EUROPEANS COMING BACK

HUSKVARNA, SWEDEN, June 5, 1969 – Announcement was made today that the Huskvarna Works Team will participate in three race events in the Western U.S.A.

The team will be at Saddleback Park, Orange, California on July 4th, Coal Creek Raceway, Boulder, Colorado on July 6th, and Champion Raceway, San Francisco, on July 13th.

Torsten Hallman will be back along

MINI-BIKES



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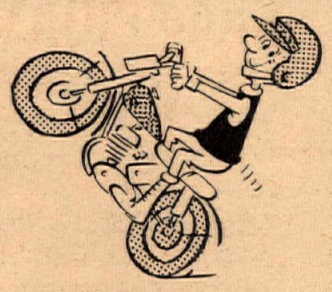

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with Fran Sigmans, Alan Clough, Arne Kring, and Stig Petterson. Sigmans, the Dutch National Champion, is also famous as one of the world's leading sand specialists. Clough won the National Television Series in Great Britain and leads the English National Championship. Kring, a virtual unknown a short while ago took two sensational victories in recent Grand Prix in the World Championship series. Stig Petterson, younger brother of famous Suzuki rider, Olle Petterson, is an up-and-coming Swedish rider who is making his first appearance in America.

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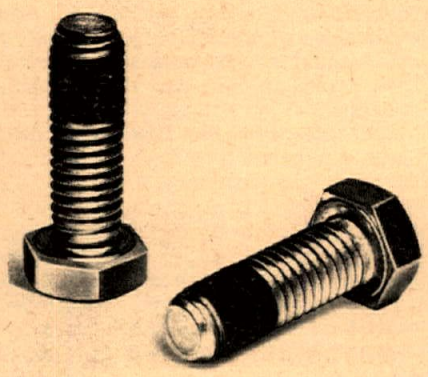

Epoxy adhesives have been called into play in the battle to keep things together. Standard Pressed Steel of Southfield, Mich., and National Screw and Mfg. Co., of Cleveland have developed a technique of applying an epoxy compound to the threads of a bolt. The epoxy dries to the touch and contains microcapsules of two active ingredients. When the bolt is tightened, some of the capsules break and release the two ingredients, permitting the epoxy to go to work. Only the top layer of capsules breaks and the bolts are said to be reusable several times. A 3M Co. adhesive called Scotch-Grip is used.

YANK HACK CHALLENGES CANADIANS

By Ed Cunningham

Hugo Wolters and Henry Baumgartel from Hagerstown, Md. are the only American sidecar team currently competing in Canadian Road Race events.

They have been riding for three seasons and have a remarkably consistent finishing record having completed at least 90% of the races entered, their best position being 2nd place at the 1968 Canadian G.P. at Mosport.

The present machine, while basically a B.M.W., has been extensively modified by Hugo and does not at all resemble the original which was brought over from Germany in March '67.

Walters & Baumgartel here lead Canadian Champion Lou Hermann at Mosport, Ontario. Note the different passenger technique for right and left hand chairs.

During the winter of '67 a lot of midnight oil was burned. First the complete machine was stripped, the frame lowered and re-designed to the kneeler position, fuel tank placed in the bottom of the chair and a new power plant installed. This was a 650cc B.M.W. twin cylinder engine modified with special cams designed by Hugo. Twin ignition was fitted to each cylinder with the inlet valves enlarged to 42mm. It breathes through a pair of 25mm Del-'orto carburetors and has a 10:1 compression ratio, enabling the 9,000 rpm limit to be used without any harm.

HANDICAPPED

The right-hand chair position (as used in Continental Europe) was retained, although this is a disadvantage on the clockwise circuits which have right-hand bends. But at the same time makes a more interesting spectacle as all the other competitors have left-hand chairs.

The present machine has a 100% finish record, including Laconia and Indianapolis. For their outstanding performances the parent B.M.W. firm in Munich presented Wolters and Baumgartel with a special plaque in 1968.

This season another outfit has been prepared, with the sidecar on the left side, which shall make this team a force to be reckoned with and provide some good opposition for the Canadian champions, Lou Herrmann and John Davis.

Hugo Walters & Henry Baumgartel let it all hang out on their 650cc BMW "kneeler."

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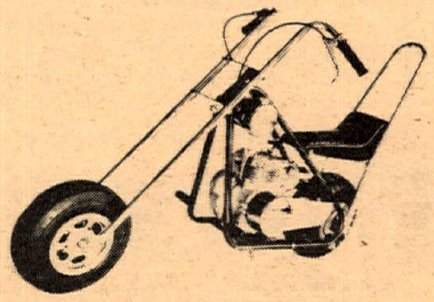

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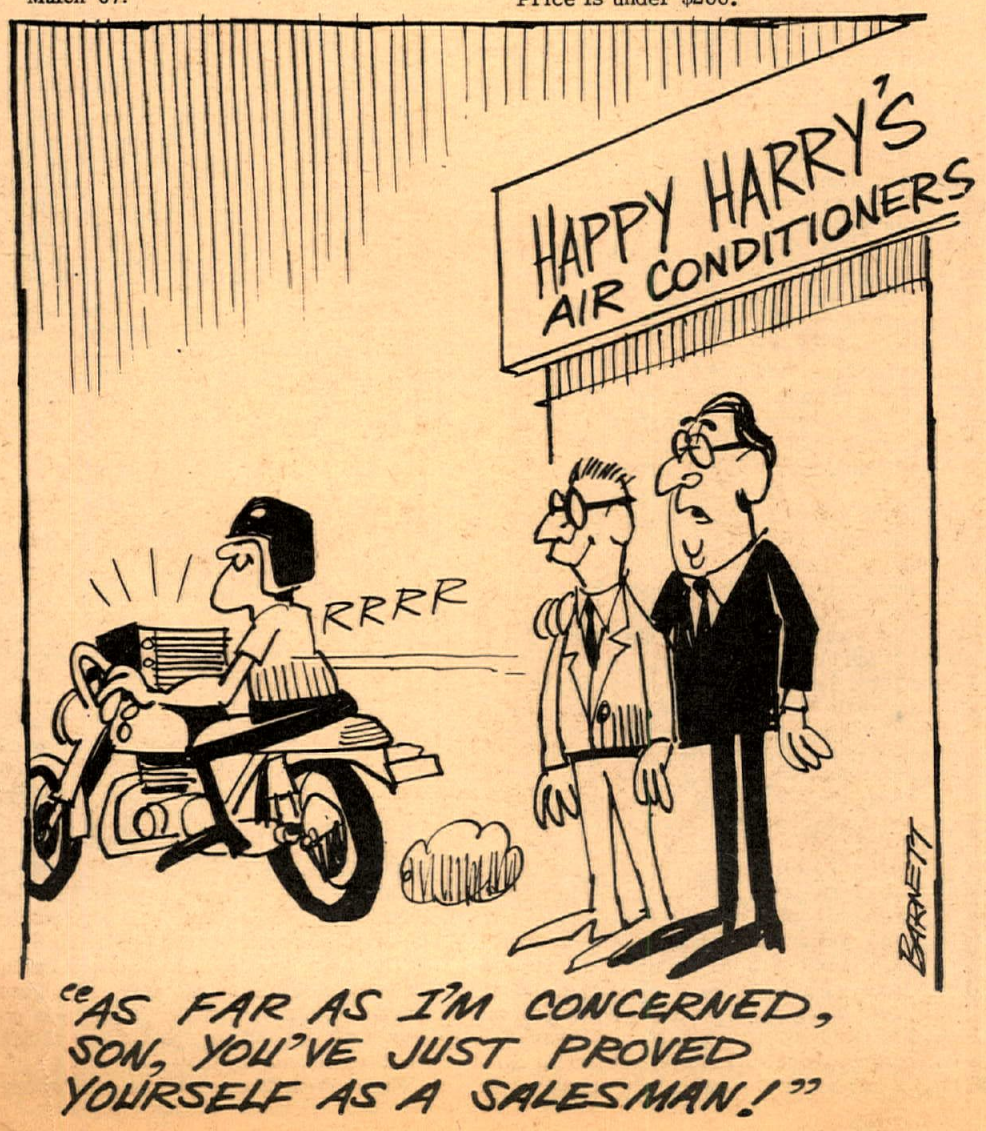

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Cloudburst Quenches Deadman's Dust

By Terry Pratt

DEADMAN'S POINT, CAL., June 15, 1969 – Just as advertised the motocross at Deadman's Point was run over an entirely dust free course. Dust free, that is, after the cloudburst started. The tight twisting course, along with every rider was drenched by an afternoon desert shower that came up during the third round of motos.

The downpour was welcomed as a relief from the searing midday heat but came too late to quench the fire that engulfed a Sachs during the second 125cc Moto.

The early finishers and we D.N.F.'s sought shelter in the Deadman's Point saloon.

The storm caused a power failure that briefly put the country music band out of business but the amplifiers came back to life in time for the trophy presentation and dancing music to top off an almost perfect race day in the desert.

(Results on page 21)

(Top) Two styles over the jump, (Bottom) Pack of 250's charge into first corner.

Sacto Flat Track

By L. Lawton

SACRAMENTO, CAL., June 7, 1969 – Ralph Waldman, the Fairfield Flash, made it three weeks in a row as he showed the 250 expert class how to ride the flat track at Sacramento Raceway. Waldman, riding a Triumph, had to overcome a 10 yard handicap to take the first place trophy in the fast class of the evening. Ray Huff of Modesto, on a Yamaha was in second place followed by Gus Lauer of Grass Valley. Dennis Huff, son of Ray, could only manage a fourth and has yet to best his dad now that they are riding in the same class. The races co-sponsored by the Fort Sutter and Sacramento Trackers Motorcycle Clubs, entertained approximately 800 hardy fans. Mini-bike races and a Powder Puff race helped to complete a full evening of racing.

Sacramento trophy winners were, Rich Smith 1st in the 125 Novice Class, Del Silva 1st 125 Amateur, John Green 1st 200 Amateur, Paul Minor Jr. 1st 250 Amateur. Lynette Gutierrez, Sacramento, was leading Ginger Burrola in the Powder Puff race when she had the misfortune of falling in a turn. Lynette appeared to have sprained her wrist and may be out of action for a few weeks. Johnny Minor, a member of the Minor racing family took the first trophy in the Under 15-1/2 Mini Bike race. Johnny and Paul Minor Jr. both took home trophies and this left dad, Paul Minor Sr. as the only member of the family without some form of recognition. Paul Minor Sr. competes in the 100cc Amateur class.

Racing resumes next Saturday night at Sacramento Raceway on the new one eighth-mile flat track.

(Results on page 20)

Oasis Scramblers Host TT

By Bob Caudle

FALLON, NEV. June 7, 1969 – Fallon, Nevada's Oasis Scramblers M.C. held their opening TT Scrambles in the Fallon fairgrounds.

This track is tight and rough and one of the few TT courses where knobbies are the thing to run.

In the 100cc main Charlie McGimsey of Rancho Cordova, California on a Suzuki led the first eight laps of the twelve lap event only to fall and be passed by four riders with Hodaka mounted Cliff Richardson of Reno in the lead followed closely by #39n Bill Busey. McGimsey didn't let this bother him too much however, he still finished a strong third.

The 125cc's were up next with the Yamahas out in force. A new rider Juan Guzman got a beautiful start only to be passed on the second lap by Joe Barham.

During intermission a bicycle wheelie contest was staged. Joe Sanford took top honors with a 200 foot wheelie on a new stingray. Then it was the motorcycles turn. Carter Robbins of Reno on a 40 inch Triumph came out and carried his front wheel as far as he possibly could without hitting the boards. Then LeRoy Kay of Yerington, Nevada carried his so far he did crash into the fence!

Bill Krejei from Reno took beautiful wire to wire win on his Bultaco in the 200cc main. Homer Hybarger was right after him until the twelfth lap when Homer fell off to be passed by Don Rudd on a Honda and Martin Tollotti also on a Honda.

The 250 Novice was the biggest class as usual with Yamaha dealer Ken Lighthouse, riding like the devil was chasing him. Ken led from start to finish with Joe Barham on a Yamaha second and Dick Battiest also Yamaha third.

The 250 amateur and expert were up next and these fellows really put on a show. The two top numbers in Nevada's top ten were out there to really do battle. #1n Barclay Trehal and #2n Windy Foreman were battling alright, but they had to do it for second place, because Jim

Graham Win For Ahola

TACOMA, WASH., June 6 – Tacoman Emil Ahola scored his first 1969 win tonight by taking the 15 lap main event at Graham Speedway. It was run-away night with the three class winners being virtually unchallenged.

Ahola let his intention be known by posting the fast qualifying time of the meet. But 1968 Graham Champion Dan Holton swept by Ahola in the final turn of the Trophy Dash to score an upset win. Ahola then had to immediately remount his Triumph to ride his heat as Referee Dave Welsh reversed the program because of threatening weather. He then romped to an easy win over Greg Morris. Holton took the second heat and Don Mc Leod the third. Previous winner Sonny Burres withdrew with a sick engine after time trialing.

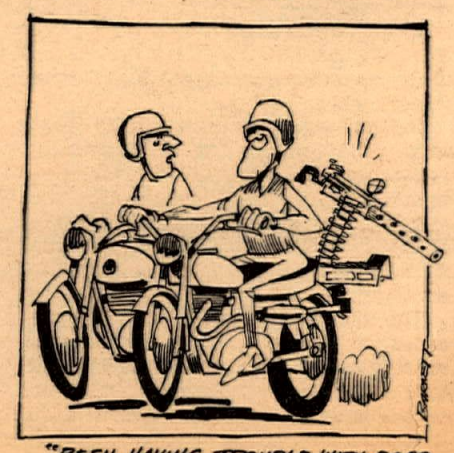
Ahola blasted to the lead of the Main Event with Holton, Sandy Saunders and McLeod in pursuit. Lap two saw McLeod slide by Saunders and keep on sliding until he was sprawled in the dirt of turn one. Ahola continued to lengthen his lead and was the length of the straightaway ahead of Holton at the flag; Saunders third and Kawasaki mounted Dave Clift moving from last place to fourth.

The amateur portion was dominated by Thad Lawrence from Boise, Idaho. He stole the Amateur Dash when fast qualifier John Bromley missed the right-hander and first lap leader Charlie Thielke slid wide to let him go by. Butch Beck took heat one. Squire Tomasie, reading starter Bob Malley perfectly, breezed home in the second heat and Lawrence handled heat three.

The main saw Charlie Thielke take the early lead only to lose it to Lawrence in the third round. Bromley moved past his team-mate Beck into third, then Thielke and Bromley came together entering the straightaway and Charlie pulled up favoring his sliding leg, leaving Bromley second, Beck third and Squire Tomasie moving up from a third row penalty start into fourth.

Chuck Joyner posted his second Graham win by sweeping all events of the yearling class by simply overpowering the oppostion. No one was even close at the end of the 8 lap main. Rik Holly hung on for a short time. Then Greg Johnson drove into second and Holly fell back to duel with Rich Rogers, coming out second-best as Rogers took the show position.

(Results on page 20)



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Flickinger #76n riding a fast Bultaco, jumped them at the start and held it all the way. He was followed to the checkers by Foreman second and Trehal third.

Then came the upset of the evening. The 375cc's came out with all those fast two-strokes and one lonely 350 Honda. Jack Pine, on a well prepared Honda, got a magnificent start and just simply beat all those 360 two-strokes by half a lap. He was chased in by Elvon Hoskins on a Montesa and Dick Hammesfahr on a Maico.

The open novices then lined out to do battle with home-towner #10n Fred Rogers riding a Triumph with collapsed forks taking the lead in the second lap from A. Vogele from San Bruno. Vogele and Dave Brant tried to catch Rogers but on the eighth lap he started lapping slower riders and the traffic got too heavy for them. At the checkered flag it was Fred Rogers by half a lap, followed by Brant and Pierre Barres.

The final round of the Open amateur and expert motos was next with Charlie Stewart of Reno back on two wheels for the first time since getting back from active duty with the Air Guard. Charlie showed he wasn't too rusty as he and his Triumph scored enough points for a first, with Steve Young, C-Z, sponsored by John Smith of Sacramento second and Doug Busey, another well known Reno rider third.

Fallon's next race will be August 9th at the Fallon fairgrounds.

(Results on page 20)

Bay Mare Motocross

By David Smead

BAY MARE RANCH, CAL., June 15, 1969 – Bay Mare's motocross started with a bang Sunday. Mike Runyard riding #6 got off the line first in the 125 senior event to inaugurate the day's activities. Through the first moto he stayed first although #351 Joe Veillon on a Sachs kept the race honest.

The course turned right off the starting line into a wide muddy section. Fifty yards on a TT course left the riders in grass. Next followed two right turns and a small jump. Runyard rode this section hard in both 125 senior motos, #30 Jeff Creager took third in the first moto and led Mike for six laps in the second event to tie down second overall. #351 Joe Viellon took a nasty spill in the second moto to set him back to a third overall. Before his spill he gave the spectators quite a thrill on the midcourse uphill, leaving the ground on the approach and completely cresting the top.

The bash really started with some 26 100cc junior riders next. Bob Fortier #363 pulled up from a bad start and fourth in the first lap to number one nailing down the first moto. He talked to his Hodaka through the narrow back section and ended up lapping most riders twice. Terry Wilson #11 on a tuned Honda 90 offered some competition until he broke down on the 5th lap. Bob got off the line in style in the second moto to give him an uncontested first place. AMA expert flattracker Terry Wilson #11 came back in the second moto for a second, #266 Steve Armstrong on a Moto Beta took a second in the first moto and capped his day with a second overall.

The next event found the 350 and open classes together. Because some of the 360 riders thought they were up, the race went four laps and then was black flagged. A restart found only 5 riders with #332 Mike Culbertson winning both motos handily. Jack Kell #319 carried the open class.

The 250 and 500 Senior event was combined. Again it was Mike Runyard off the line and for five laps he held off Minert on his super BSA. Runyard on a 250 Green Streak American Eagle couldn't compete in the straights with Minert. In the second senior event Minert got out first and stayed there for five laps. Mike Runyard kept pounding through the turns and caught Minert just before the gigantic mudhole. He held first for three laps but slid out coming off a downhill. This time Minert stayed in front.

Before the 500 novice event the course was well watered. The start found 27 riders and the greasy first corner resulted in mayhem. The mudhole had been refilled with water but #90 Bob Steffon kept his footing to take a well earned first. Second place rider was #836 Robert Boyd.

The second 500 novice race was preceded by another good course watering which started at the base of the downhill. This corner collected six to eight riders on the first lap. #90 Bob Steffon again took first. His performance in the first moto netted a first overall.

Rain appeared to threaten as the 250 junior class got under way. Wes Cooley and his helpers had laid a great course but the 43 riders in the first event cluttered it from start to finish. All 250 juniors rode together in the first event but were split for the second battle. #34 Larry Shoemaker took a hard first in event one and also in his split class of the second event for a first overall.

In the 125 junior Jim Crook on a Sachs turned in a fine performance for the first moto but experienced difficulty in the second. #288 Jim Dawson and John Sheeler #308 rode hard in both motos to cop a first and second overall.

With full 25 minute motos and a well designed course nobody left wanting more.

Viewfinders Trophy Presentation

Story by Brian Klock

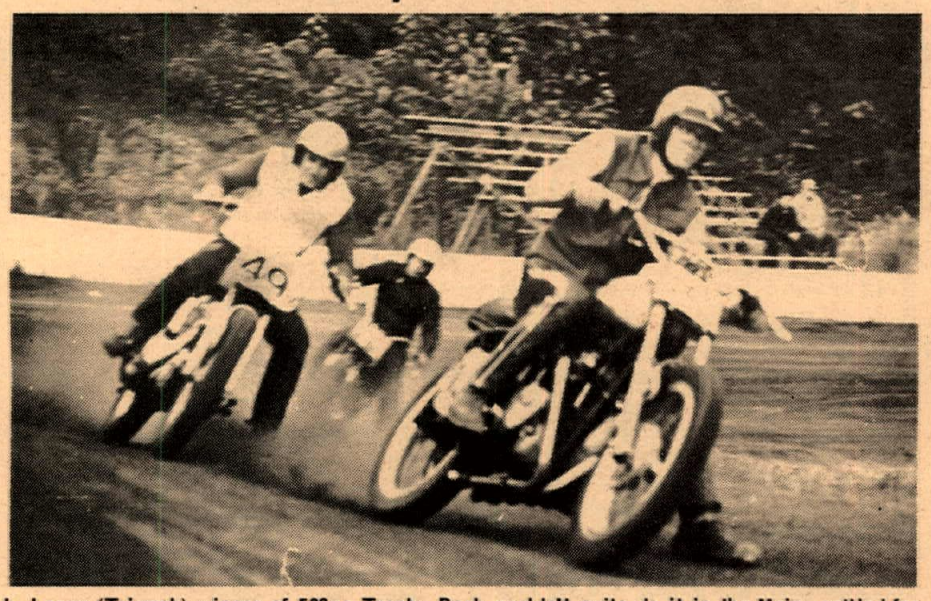
The Viewfinders really know how to throw an excellent trophy presentation. Starting off the evening at Warner Brot. Motion Picture Studio in Burbank was a half hour film of the Viewfinders Second Annual Grand Prix. Over one hundred trophies, valued at $1,500 were awarded to the riders who earned them. The unique trophies were decorated with a film reel, supplied by the motion picture industry – even though the Industry was probably unaware of their sponsorship.

Don Mitchell and Wally Gordon were present to pick up their Yamaha 125 motocross machines which each won in the riders' drawing at the race.

An undetermined amount of money left over from the race will be donated to the Motion Picture Relief Home for disabled or retired motion picture personnel.

The rest of the evening was devoted to dancing, drinking 30 kegs of beer and watching Gary Bailey riding around in the studio on Don Michell's newly won Yamaha.

Sidewinders Sportsman Scrambles



J. Lacey (Triumph) winner of 500cc Trophy Dash couldn't quite do it in the Main, settled for second.

CLACKAMAS, Ore., June 7, 1969 – Fifty riders turned out and the track was in fair shape and well watered so there was no dust. Very few people went down at all and one of them were hurt.

Gary Kapus won the 200cc Trophy Dash and A Main but didn't do any thing in the 500cc Trophy Dash because his bike went about two feet and died. He did go on to win the A Main 500cc class later in the evening.

Jay Lacey won the 500cc Trophy Dash and took second place in the A Main.

(Results on page 21)

Round & Round Old Orange

EL TORO, CAL. June 11 – Clear skies brought out an eager field who put on an excellent show. The riders are numerous and all so talented that it's difficult to predict the winners.

Loren Chapple took the 125cc TT checker first on a Yamaha ahead of Robby Purcupile (Yamaha), Mike Payse (Bultaco) and Ray Vanderpool on Yamaha. Payse won the Trophy Dash for the 125cc Class.

The 250cc T.T. course bristled your hair. Tom White (Yamaha) won the Main with Jim Raymond following on his Montesa, Mike Toussau (Kawasaki) 3rd, and Dan Jones 4th on his Yamaha.

Randy Ellis copped the 250cc TT Trophy Dash but failed to deliver the goods in the main event. He had a bad night in the Short Track events too. His bike suffered internal disorders from the start of the evening and did not cooperate from then on. Ellis managed his Honda around the shortest route to win the Open class Flat Track however, with Perry Armstrong (Tri.) 2nd and Dick Lewis 3rd on another Triumph. The Open Class TT saw Al Smith on a BSA the eventual winner.

The Short Trackers were in their best form with Ron Taylor and Mark Kruse, Scott Autry and Rex McLeod finishing in that order in the 125cc Main.

The 250cc Flat Track events were also hairy, as usual. With Ellis out, Kruse, on a Ducati, Mike Toussau, (Kaw), and Jim Raymond (Mon) fought it out till near the end when Raymond lost control and had to leave his machine. This left Kruse to win, Toussau 2nd, Gary Scroggins, 3rd and Gary Lane 4th.

Next week's action should be a real interesting test with Ellis back in action and Tom Vardeman's ailing Bul back after a 2-week overhaul.

Every Wednesday night Orange County will also have a Wheelie Contest for all the young fellows with bicycles who wish to participate at Intermission.

(Results on page 20)

2nd ANNUAL SAFETY GYMKHANA

Pomona Fairgrounds will once again be resounding to the sounds of happy motorcyclists competing in the Second Annual Safety Gymkhana on Saturday, June 21.

The program is being sponsored by the Pomona Safety Council, the Automobile Club of Southern California, the Motorcycle Safety Council, the Pomona Police Department, and the Pomona Junior Women's Club.

The event is intended both as a fun day and as a demonstration of the need for developing the necessary skills when riding motorcycles. The contestants may sign up by acquiring an entry blank from any motorcycle dealer in the San Gabriel Valley area, or from the Auto Club office in Covina.

There is no fee; however, to enter, each contestant's machine will go through a safety inspection and the rider must have a helmet and proper clothing for riding a machine.

There will be four categories in which a person may compete. Two divisions in street motorcycles and two divisions in trail and off-the-road motorcycles. Off-the-road machines will not be allowed to compete with regular knobbies. They must have trail or universal or street tires because of the difficulty in riding on pavement with the regular knobby tire. There will be facilities for purchasing food and refreshments and free movies will be shown in another building during the Safety Gymkhana.

The event will be held at the Los Angeles County Fairgrounds and will begin at 9 o'clock on June 21.

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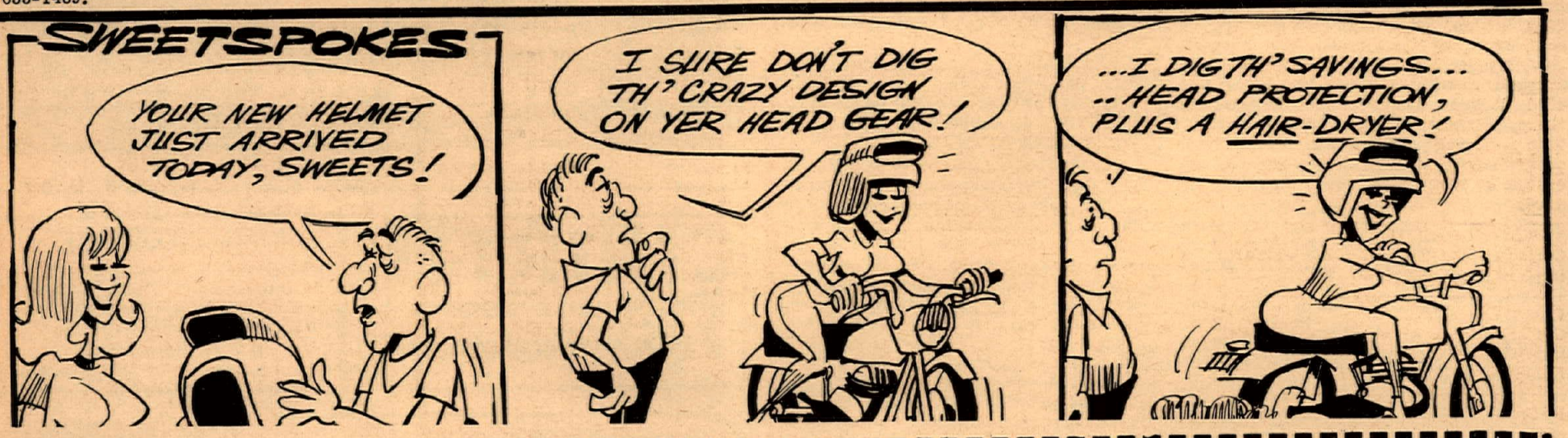

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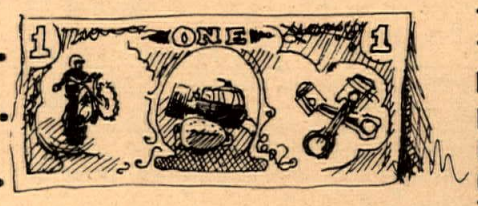

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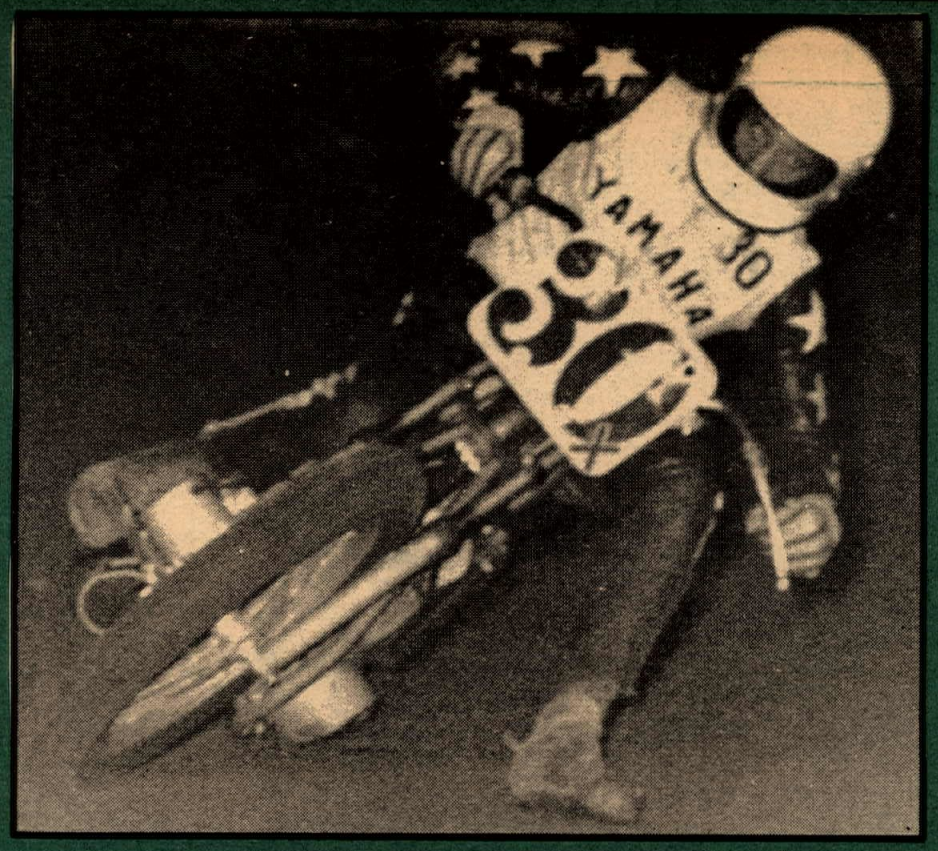

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